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KOWLOON-CANTON RAILWAY.

TIME-TABLE.

UP TRAINS

STATIONS	No. 2 A.M.	No. 6 A.M.	○ No. 10 A.M.	No. 8 A.M.	No. 12 A.M.	No. 14 NOON	No. 16 P.M.	No. 22 P.M.	No. 18 P.M.	No. 24 P.M.	No. 26 P.M.	No. 28 P.M.
Kowloon ...Dep.	6.40	8.05	8.30	9.10	10.00	12.00	1.15	2.35	8.00	4.30	5.42	7.30
Yaumati ...Dep.	6.49	—	—	9.20	10.08	12.08	1.22	—	—	4.38	5.50	7.38
Shatin ...Dep.	7.01	—	—	9.33	10.20	12.20	1.34	—	—	4.50	6.02	7.50
Taipo ...Dep.	7.15	—	—	9.48	10.33	12.33	1.47	—	—	5.04	6.15	8.03
Taipo Market Dep.	7.20	—	—	9.53	10.37	12.37	1.51	—	—	5.08	6.19	8.07
Fanling ...Dep.	7.30	—	—	10.05	10.47	12.47	2.01	—	—	5.18	6.30	8.17
Sheungshui ..Dep.	7.35	—	9.07	10.10	10.53	12.52	2.06	3.14	—	5.23	6.35	8.21
Shumchun {Arr.	7.41	8.45	9.13	10.16	10.58	12.58	2.12	3.20	3.40	5.29	6.41	8.27
Shumchun {Dep.	—	8.48	—	11.10	—	—	—	—	3.43	—	—	—
Canton ...Arr.	—	11.50	—	5.38	—	—	—	—	6.47	—	—	—

DOWN TRAINS

STATIONS	No. 1 A.M.	No. 3 A.M.	No. 7 A.M.	No. 5 A.M.	No. 15 A.M.	No. 17 P.M.	No. 19 P.M.	No. 21 P.M.	No. 13 P.M.	No. 23 P.M.
										*
Canton ...Dep.	—	—	—	8.05	—	—	—	—	3.20	—
Shumchun {Arr.	—	—	—	11.06	—	—	—	—	6.21	—
Shumchun {Dep.	7.18	8.05	10.35	11.09	11.38	2.58	4.39	5.49	6.24	7.01
Sheungshui ..Dep.	7.25	8.12	10.44	—	11.46	3.05	4.46	5.56	—	7.08
Fanling ...Dep.	7.30	8.16	10.47	—	11.50	3.10	4.50	6.00	—	—
Taipo Market Dep.	7.40	8.26	10.57	—	12.01	3.21	5.00	6.10	—	—
Taipo ...Dep.	7.44	8.31	11.01	—	12.06	3.26	5.04	6.15	—	—
Shatin ...Dep.	7.57	8.44	11.14	—	12.20	3.39	5.17	6.28	—	—
Yaumati ...Dep.	8.11	8.56	11.25	—	12.32	3.51	5.29	6.40	—	—
Kowloon ...Arr.	8.17	9.03	11.32	11.49	12.38	3.57	5.35	6.46	7.04	7.44

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S.S. "RAWALPINDI"	July 11	July 12	July 17	July 20
S.S. "RAJPUTANA"	Aug. 8	Aug. 9	Aug. 14	Aug. 17

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SIR A. KEITH'S NEW CHALLENGE.

DOES THE SOUL DIE WITH THE BODY?

RIDDLE OF BRAIN AND MIND.

SIR J. BLAND-SUTTON ON "ENDLESS SLEEP."

Sir Arthur Keith, President of the British Association, whose address to that body upon the theory of man's origin aroused considerable controversy, returned to the attack in the Ludwig Mond lecture, which he delivered at Manchester University.

"The Implications of Darwinism" was the title of his lecture, in the course of which he stated that medical men could find no ground for believing that the brain was a dual organ—a compound of substance and of spirit. In other words, the spirit dies with the body.

"Every fact known to medical men compels the inference," he said, "that mind, spirit, soul are the manifestations of the living brain, just as flame is the manifest spirit of a burning candle. At the moment of extinction, both flame and spirit cease to have separate existence.

"However much this mode of explaining man's mentality may run counter to long and deeply cherished beliefs, medical men cannot think otherwise, if they are to believe the evidence of their senses."

Sir Arthur's latest pronouncement has evoked much comment. The following are some of the views expressed:—

Sir Arthur Conan Doyle.

"Sir Arthur Keith may be a great authority on prehistoric man and comparative anatomy, but he knows nothing of psychical research. I do not admit that the brain gives rise to the soul. The brain may crumble away, but the soul still exists, as it uses the brain as an instrument."

Dr. Barnes, Bishop Of Birmingham.

"Belief in a continued existence of the human spirit after the death of the body cannot be overthrown by any such analogy. Positive reasons for belief in personal immortality are, of course, derived from arguments of a different nature. Goodness, beauty and truth are, we argue, the ultimate values of the universe, and therefore permanent as a part of the highest category of reality."

Sir John Bland-Sutton.

"I want to refer to some lines I wrote in the *Morning Post* three years ago, at the end of a review of Flammarion's 'Death and After.' These lines were:—

In the dim future do not seek to peep
Trying to fathom things obscure and deep;
Youth often laughs at death, but old men weep
Wise men know death to be an endless sleep.

"An endless sleep—I could not put it better than that."

Mr. Alfred Noyes.

"It is time scientists talked a little more poetry. If they can show that the greater can be contained in the less, then I shall know that the poetry of Shakespeare had its origin in floating gases."

Dean Inge (speaking at a meeting at the Blind School, Swiss Cottage:

"The future life has sometimes been taught in such a way as to make inevitable a reaction against it, and we are now paying the penalty of widespread repudiation of the idea of immortality."

9FT. SNAKE IN THAMES.

LONDON, May 4th.

A green snake 9ft. 7in. long was lassoed and killed yesterday morning by a Thames lighterman at Cherry Garden Pier, Rotherhithe, E.

Lighterman Thomas Tizzard, putting off in his boat shortly before 8 o'clock, saw a curled up mass floating near the pier. As it gradually stretched itself out Tizzard was amazed to find it was a huge snake.

Making a noose in the end of a rope he soon had the snake fast and tied to the pier, where it was killed with a chopper.

It is supposed that the snake was heaved overboard from a cargo boat from the East.

LIFE IN CEMENT CASE.

EX-OFFICER'S JOYOUS VIEW OF HIS EXISTENCE.

The life of man who are forced to "lie in a cement case as the result of a little mining trouble on the Flanders front ten years ago" is described in a racy letter to a Home paper from Major Gordon Kennard, late R.E., who is undergoing treatment in a sanatorium at Davos-Dorf, Switzerland. He writes:

It's wonderful what one gets used to. For the past five years I have lain in this case, and after the first three months life becomes a real holiday. Nothing to bother about, pushed on to a balcony each day, the *Daily Mail* one day later, a radio with London calling every evening, books, and a real fairy godmother in the Ministry of Pensions.

They not only pay for everything, but if you want something extra they give you a special grant as well as a few pounds a week to play about with.

The Ministry actually sent Professor Sowerbruch, from Berlin to advise if we could be hoisted on our two legs again, and he says I shall be able to stagger round again this summer! It must have cost a devil of a lot, as a famous European statesman sent for him once and then reckoned he was overcharged.

Although it's a bother being out of things, we should all of us have been dead long ago if the Ministry had not done their best for every case.

BOY KILLS HIS COMRADE.

JURY ACQUIT AFTER A CONFESSION.

VIENNA.

Charged with wilful murder, because he admitted having tightened a cord round the neck of a fellow apprentice, at Linz, Karl Pamminger, 18, has been acquitted by a jury. As only six jurors voted him guilty of manslaughter he has been set free altogether.

He was "larking" with a younger lad, Hans Pomeisl, throwing a lasso round his neck, when the latter fell and screamed. According to his own confession Pamminger thought Pomeisl had broken his ankle, and to avoid getting into trouble, pulled the cord tightly round Pomeisl's neck till he became unconscious. He then went and told their employer that Pomeisl had hanged himself.

Pomeisl died a week later from the injuries to his throat.

Austrian juries are notoriously lenient to persons accused of murder, and capital punishment has been abolished since the revolution. Pamminger wept in the dock, confirmed his confession, and declared he did not know at the time what he was doing. The jury therefore accepted this explanation and unanimously acquitted him of the murder charge.

He could not be convicted of manslaughter unless eight jurors voted him guilty.

RICH MAN OR IMPOSTOR.

MOTHER'S DOUBTS ABOUT HER DAUGHTER'S SWEETHEART.

A well-dressed woman applied to Mr. Gill, the Westminster magistrate, for advice about her daughter.

"She is keeping company with a young man, and he says he is engaged to be married to her," said the mother. "He posed as the son of a colonel, shortly going to India, and represents that he will inherit £25,000. Meantime he is in receipt of an allowance of £5 a week.

He declared that he has a nice flat to take my daughter to and has persuaded her to leave home. I have traced her, but she refuses to see me. She is not with the young man, who will not give me his address or let me get in touch with his parents."

Mr. Gill (the magistrate): Is your daughter 18?

The Woman: She is nearly 19. But I have discovered that the young man's stories with regard to his inheritance are a fiction. He says he intends to marry her, but I am satisfied he is an impostor. My daughter has written to her father saying she intends living her own life.

Mr. Gill: For the time being I am afraid I can only refer you to the court missioner.

DIARY OF EVENTS.

To-day.
(June 5th.)

Property Sale, Kowloon Inland Lot No. 1372, Messrs. Lammert Bros., 3 p.m.

Sale of Crown Land New Kowloon Inland Lot No. 1134 and No. 2115, 3 p.m.

Christian Brothers Alumni Association Meeting, St. Joseph's College, 6 p.m.

Lecture on Old Testament, Mr. J. S. Flack, Union Church, 6 p.m.

Queen's Theatre: "The Secret Studio."

World Theatre: "The Wanderer of the Wasteland."

Star Theatre: "The Frontiersman."

Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.

Principal Mails: — Outward: Europe *vid* Marseilles (*d'Artagnon*), 2.30 p.m.; Europe *vid* Siberia (*Sphinx*), 12.30 p.m.; Europe *vid* San Francisco (*President Cleveland*), 8.30 a.m. Inward: Europe *vid* Siberia (*D'Artagnan*).

Wednesday.
(June 6th.)

Derby Day.

Queen's Theatre: "The Secret Studio."

World Theatre: "The Wanderer of the Wasteland."

Star Theatre: "The Frontiersman."

Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.

Thursday.
(June 7th.)

Corpus Christie.

Annual Ordinary General Meeting Peak Tramways Co., Ltd., noon.

Queen's Theatre: "Captain Salvation."

World Theatre: "Buck Privates."

Star Theatre: "Forbidden Waters."

Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.

Friday.
(June 8th.)

Christian Fellowship Meeting Helena May Institute, 10.30 a.m.

Oaks.

Queen's Theatre: "Captain Salvation."

World Theatre: "Buck Privates."

Star Theatre: "Forbidden Waters."

Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.

Saturday.
(June 9th.)

Ordinary General Meeting, William Powells, Ltd., noon. Extraordinary meeting, 12.15 p.m.

Queen's Theatre: "Captain Salvation."

Star Theatre: "Forbidden Waters."

World Theatre: Buck Privates."

Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.

Principal Mails: — Outward: Europe *vid* Marseilles (*Delta*), 10.30 a.m.

UNWANTED SETTLERS.

UNEMPLOYMENT PROBLEMS IN THE DOMINIONS.

In the report for 1927 of the Over-sea Settlement Committee, it is stated that the numbers assisted under the Empire Settlement Act decreased from 65,530 in the previous year to 63,027. The report adds:

It is surprising considering the far-reaching character of the restrictions upon State assistants, that the numbers assisted have been so large. But they are not large enough. . . One of the chief reasons for these restrictions is the attitude of hesitation, amounting in practice to opposition, adopted over-seas. The line of argument usually followed in the Dominions is that while the introduction of settlers is desirable in principle it is objectionable so long as unemployment exists in the Dominion concerned.

Consultation with the Dominions is advocated upon the possibility of:

Enlarging existing occupations.
Creating new industries.
Extending the preference for British settlers.

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NANKING'S NEW MOVEMENT TOWARDS RUSSIA.

EFFECTS OF THE BREACH WITH JAPAN.

THE GAME OF FINDING ONE POWER TO PLAY OFF AGAINST OTHERS.

BUT NO THIRD INTERNATIONALE NEED APPLY.

[By GEORGE E. SOKOLSKY.]

The essential factor in Chinese diplomacy since the time of Viceroy Li Hung Chang has been an alliance, with one Power in the hope of achieving discord among the Powers interested in China. In May 1896, the secret Li-Lobanoff Treaty between China and Russia provided for a defensive and offensive alliance; it even stated that "no treaty of peace with an adverse party can be concluded by either of them without the consent of the other." This treaty was aimed at Great Britain and Japan. It was in operation when Russia was pursuing a policy of intense imperialism in Manchuria and when Japan was struggling to become a first class Power. It explains more than any other cause the trend of sentiment in Japan which culminated in the Twenty-One Demands, for whereas Japan had not the exact wording of the Li-Lobanoff Treaty until the Washington Conference, all the principal Powers were cognizant of the fact that some agreement of this nature existed.

Some One To Fight Her Battles.

The underlying motive of the Li-Lobanoff Agreement, from the Chinese standpoint, was the advantage that might accrue to China from the utilization of one great European Power, without tangible interests in China proper, to protect China from the other Powers. In a word, Li Hung Chang conceived the doctrine of China using Russia to fight China's battles. In return, China conceded to Russia a free hand to follow a vast imperialistic programme in Manchuria and Mongolia, which were, after all, only remotely Chinese in historical and political relationships.

With variations on the theme, this policy has continued to this day. The Anfu Club, for instance, sought to utilize the Japanese as Li Hung Chang had the Russians; the Chihli Party under Marshal Wu Pei Fu adhered to the same doctrine in their efforts to develop an association of purposes between themselves and Great Britain. Marshal Feng Yu Hsiang, through the American missionaries, sought specific American support and, when it failed to materialize, he turned to Russia, which held his rear.

Dr. Sun And The Russians.

Dr. Sun Yat Sen pursued the same plan. He first sent agents to Great Britain and the United States and then he turned to Russia and Germany. Perhaps in no country is there such an emphasis on foreign relations as in China. The whole structure of Government seems to be based on foreign relations; even political parties measure their actions by the possibilities of reactions in foreign countries.

The essential factor to Dr. Sun was not so much what kind of a government China had, as that his revolutionary conceptions should conquer China.

The Russians, however, failed in one essential: they believed that they were using the Chinese in their quarrel with Great Britain, while, as a matter of fact, the Nationalists were using them in their effort to reach Peking. When it appeared that the Russians were no longer indispensable, they were not only driven from the country, but those who were slow to leave were arrested and made to suffer detention and humiliation.

A Pro-British Orientation.

The dismissal of the Russians was not merely the result of Chiang Kai Shek's engrossing fear of the Chinese C.P. opposition to himself. Nationalist foreign policy hoped to substitute either Great Britain or Japan for Soviet Russia. It was hoped that the negotiations over the Nanking Outrage would provide the opportunity for conversations with Great Britain which would make possible some understanding between the Nationalists and the British Government. In addition to the Nanking Outrage negotiations, Nanking hoped to purchase British support by making concessions with regard to the Customs Service, which were designed to please the British Government. The negotiations over the Nanking Outrage failed and Sir Miles Lampson returned to Peking without visiting Nanking, which had prepared a conqueror's reception for him. The Customs questions remained unsettled because of the opposition of Mr. T. V. Soong, the Minister of Finance.

The negotiations between Nanking and Mr. MacMurray were incidental to the British settlement. Nanking never hoped to accomplish much in the United States.

And Next Japan.

Nanking then turned to Japan. The intrigue to win Japanese support is a fascinating study in myopia. Special representatives were sent to Japan who were assumed to be able to handle Japanese political groups. The Ministry of Foreign Affairs went out of its way to satisfy Japanese wishes. Labour and other subversive movements were suppressed to convince the Japanese that Nationalism had turned over a new leaf and that it was prepared to foster Japanese economic interests, particularly in the Yangtsze Valley. Strikes, boycott movements, etc., were put down zealously.

The *quid pro quo* was that Japan should send no troops to Shantung, only a few hundred to Tsinan and that once Chang Tsung Chang and Sun Chuan Fang were eliminated, that Japan should make Chang Tso Lin's position in Peking untenable. There is no indication, beyond the statements of the Nationalist agents in Japan and Mr. Hwang Fu, to prove that any responsible Japanese had agreed to this programme. But there is the amazing fact that in spite of the Tsinan Incident, the Nationalist Government continues to adhere to it. Nanking is still facing Japan as a possible ally, with arms outstretched in friendship and reconciliation.

The Pro-Russian Party.

But the opposition to those in control of the Nanking Government are denouncing Nanking's foreign policy as futile. They say that Nationalism cannot expect special treatment from either Great Britain or Japan, because the interests of both in China are such that they cannot make concessions to Nationalism. For instance, both Great Britain and Japan have outstanding claims which have to be settled; they both have concessions and settlements which they will not give up without considerable negotiations, to say the least, and, in the course of these negotiations, Nationalism's cause is liable to show up very badly.

They insist that the only hope is in Soviet Russia, which has no interests in China proper, which has no trade and no possessions—which has no genuine outstanding issue with the Nationalists, no Nanking Outrage, no Tsinan Incident. But these people realize that a *rapprochement* with Soviet Russia would lose the support of Canton and Hankow, that the Kwangsi faction would never agree to it and that the conquered provinces might be alienated by it. Therefore, they propose a governmental alliance rather than a party alliance.

No Third Internationale Wanted.

The Borodin association was a party alliance. The Third Internationale supported the Kuomintang. The Russian Communist Party supported the Kuomintang. Comrade Borodin was not an official of the Soviet Russian Government but of the Third Internationale. Now, these neo-Russians advocate an alliance with Soviet Russia through its Ministry of Foreign Affairs without the intervention of the Third Internationale. They suggest that there is at present such an arrangement between Soviet Russia and Turkey; that whereas Turkey forbids Communist activity, either Russian or Turkish, the two countries are in actual alliance. But, ask others, what has Russia to gain if it supports the Nationalists, with both the Russian and Chinese C.P. forbidden in Nationalist territory?

The Chinese C.P.'s Plan.

In Moscow, Berlin and Paris, there are large numbers of Nationalist leaders, some of them much more important in party affairs those who have remained in Nanking. Among them are men who are working for this *rapprochement*. The Tsinan Incident is being used as the leverage. Can Russia see Japan seize territory in China, they are asking? Furthermore, they are investigating the reported understanding between Japan and Russia arranged by Viscount Goto and Mr. Kuhara. If that understanding does not exist, it is planned, that a "Back to Russia" Movement should be developed during the summer. This movement is to be independent of the Chinese Communist Party which, it is said, has other plans, the principal one being an anti-Kuomintang demonstration in Shanghai and the Yangtsze Valley on the arrival of the Nationalist armies in Peking.—*N.-C. Daily News.*

FIGHT WITH A BURNING MAN.

FOUR MOTORISTS ON FIRE.

CONSTABLES' RESCUE.

Three constables who went to the assistance of four burning motor-cyclists were commended by Dr. Cohen, the coroner, at the inquest at North Middlesex Hospital, Edmonton, N.

Mr. William Simmons, aged 35, of Manor-road, Enfield, while driving a motor-cycle combination with his wife in the side-car, collided with a motor-cycle driven by Mr. Seymour Leonard Rapson, aged 24, of Windsor-road, Palmer's Green, who had Miss Lily Field, of Edmonton, on the pillion.

The three constables saw the two machines leap into the air, fall back into the roadway and burst into flame, with the motorists among the wreckage. Police-Constable Townsend dragged Mr. Simmons from his seat. His clothes were alight and he ran round in circles demented with pain. The constable closed with him and both fell to the ground, the blazing man uppermost.

Police-Constable Kent pulled Miss Field from beneath Rapson's blazing machine and beat out the flames with his hands, receiving severe burns. Police-Constable Green wrapped his overcoat round Mr. Simmons and put out the flames, but Mr. Simmons died later in hospital from his injuries. Green then extinguished the burning uniform of Police-Constable Townsend, dragged Mrs. Simmons from the blazing side-car and beat out the flames from her clothing, and rescued Mr. Rapson.

It was stated that Mr. Rapson was so badly injured that he would be unable to give evidence until the end of July. Mrs. Simmons, who appeared with her arm in a sling, was so overcome that she had to receive attention from the officials while giving evidence.

The inquest was adjourned.

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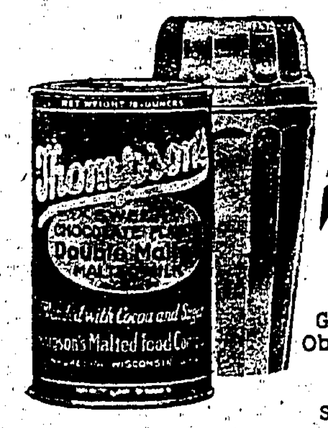

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WHITE RUSSIAN MOVEMENT IN THE FAR EAST.

ORGANISATION HEADED BY GENERAL HORVATH.

DIPLOMATIC BODY INTERESTED.

SEVERAL THOUSANDS ENROLLED AS MEMBERS.

PEKING, May 22nd.

It has been some months since there has been reason to report new developments in the growth of the White Russian organization in China. It will probably be remembered that General Horvath, once governor of the Chinese Eastern Railway zone, received an appointment from the Grand Duke Nicholas, in his capacity as head of a world-wide White non-partisan organization, as his representative in China, and that the great majority of the numerous White organizations in this country then organized General Horvath as their representative and as the diplomatic agent of the White Emigration in this country. An effort was then initiated to elicit from the several Chinese Governments and from the Diplomatic Body in Peking recognition of the White Emigration as a unit and of General Horvath as its acknowledged head.

Societies In Support.

Since these facts were first published at the beginning of the year developments have been slow but by no means unsatisfactory. There has been quite a little correspondence with the Diplomatic Body through the Doyen, Sir William Oudendijk, and semi-formal relations with the Ministry of Foreign Affairs. The number of adherents to the central organization has also grown materially. In reply to an inquiry from the Diplomatic Body about the number of organizations that now recognized General Horvath as their diplomatic representative, the total membership and the distribution of members, General Horvath was recently able to apply that his position was endorsed by 135 societies of various kinds in China and that he was steadily in receipt of letters from individuals and little groups, affiliated with no organization, who wished to enrol themselves as members of the central organization. To date, the following figures show the distribution of male adults in China who have subscribed to General Horvath's appointment as representative:—

Harbin, C.E.R. Zone, and North Manchuria villages	15,314
Shanghai	7,400
Tsinan and Tsingtao (including soldiers in Shantung army)	2,100
Tientsin	1,005
Mukden	520
Changchun	230
Dairen	170
Peking	150
Kirin, Hunchun, Chinese Turkestan and widely scattered small communities	745
Total	27,634

Official Recognition in Mukden.

Marshal Chang Tso Lin has been personally in favour of the organization from its inception and had the question of recognition referred to the Cabinet recently with a favourable recommendation, but no decision has yet been handed to General Horvath. Meanwhile, however, the Waichiaopu has agreed to negotiate informally with General Horvath as chief representative of the White Immigration in any matter which he may care to bring up. Colonel Blonsky, formerly assistant Military Attaché in Peking, who has been appointed General Horvath's agent in Mukden, has been given official recognition by the Commissioner of Foreign Affairs for Fengtien and is already in a position to be of material service to his fellow refugees. The Diplomatic Body has been sympathetic and encouraging, has made inquiries for information and appears to be waiting for the fuller development of the organization and possibly for Chinese recognition before according to General Horvath such a status as would enable him to approach the Southern Government or Governments.

Letter To Diplomatic Body.

Since this effort towards White Russian unity was first undertaken the purposes of the organization are much more clearly defined as is evident from a recent letter from General Horvath to the Diplomatic Body in response to an inquiry from the Doyen. The best way to present General Horvath's case for the White Emigration is perhaps to summarize and paraphrase this letter which is too long to reproduce. It runs somewhat as follows:

While there was still no treaty between China and the U.S.S.R., a large body of the White refugees in China found employment on the Chinese Eastern Railway, but now that the railway is under Soviet management it is impossible for Whites to get employment there while old employees have been discharged.

Many Russians with a knowledge of foreign languages have been able, in the past to find employment in European and American firms. Economic conditions in China have, however, reduced the number of openings even for those well qualified. In many places old firms are closing and no new enterprises are being opened.

Great number of White Russians have been reduced to the point where they would do coolie labour, but foreigners are loth to employ them in such capacities because it lowers race prestige. It is extremely difficult for the very needy to go abroad and find work elsewhere. They have not the travelling funds and have difficulty in getting visas.

The result of it all is much poverty and misery, with the usual consequences—demoralization, crime, prostitution and suicide. During the past two years in Harbin, suicide has accounted for more than two per cent. of the White Russian population.

Their sad plight is largely traceable to a lack of unity in the past. They have had numerous local organizations but no such inclusive national organization as might attract the attention and elicit the consideration of Chinese or foreign concession authorities.

A Working Programme.

The new organization hopes to remedy matters to some degree by working according to the following programme:—

1.—It will take all possible measures for the economic betterment of the refugees.

2.—It will establish bureaux from which *bona fide* White Russians can get identification papers, letters of recommendation and the like.

3.—It will be a medium of approach to Chinese and foreign authorities, furnish interpreters and translators of petitions, documents, etc., employ Chinese or foreign lawyers when required, bring business men in touch with foreign commercial or industrial firms, provide bail for arrested persons worthy of help and investigate the cases of prisoners in the gaols.

4.—It will try to exert a moral influence, work against debauchery and mendicancy, and establish courts of arbitration in which White Russians will be encouraged to settle disagreements among themselves.

5.—It will handle questions of inheritance and attempt to administer the affairs and find the heirs of those who die intestate and without families in this country.

6.—To carry on these various lines of work, the chief representative will appoint agents in the various centres of Russian population in China.

In conclusion the hope is expressed that through the action of the Diplomatic Body foreign authorities in the various concessions will recognize the validity of documents issued by the representative and his agents and that the new organization may, in turn, be of service to these authorities by putting at their disposal all available information about White Russians in several communities.—Mr. RODNEY GILBERT in the *North-China Daily News*.

PARLIAMENT HOUSE ON A HILL.

BEAUTIES OF ULSTER M.P.s' NEW HOME.

Hundreds of workmen are busy building the new Houses of Parliament for Northern Ireland, and when they have completed their task, in two-and-half-years' time, Belfast will be able to boast that it has one of the handsomest legislative buildings in the world.

The foundations of the building, which is to stand on the summit of Stormont Hill, have already been set, and on May 19th many Cabinet Ministers will travel from London to be present at the laying of the foundation stone by the Duke of Abercorn, the Governor of Northern Ireland. It is expected that when the building is completed it will be opened by the Prince of Wales.

The new Houses of Parliament are to cost £600,000. They are to be erected in white Portland stone, and will consist of a lofty square building with four storeys and a basement.

There will be flower terraces in front, with a handsome flight of steps leading to a long avenue which will link the summit of Stormont Hill with Belfast city, two miles away.

There are at present no women members of Parliament in Northern Ireland, but the architect of the building, Mr. Arnold Thornley, of Liverpool, thinks there may be some. He has provided for a suite of rooms entirely for the use of women members who may be elected.

£150,000 PICTURE DEAL.

LADY DESBOROUGH SELLS A "MADONNA."

SECRET PURCHASER.

BATTLE FOR WORLD FAMOUS RAPHAEL.

The *Daily Express* reveals in a copy to hand the story of the secret sale of what is perhaps the world's greatest masterpiece, Raphael's "Madonna and Child."

Lady Desborough has sold this famous picture for a sum which is in the neighbourhood of £150,000. The sale was concluded after weeks of dramatic completion carried on in the utmost privacy, and the principals still maintain their attitude of secrecy.

Negotiations for the picture began some time ago, and then there followed a dramatic battle between various groups of people who were intensely eager to secure it.

Bids of enormous sums were made. The rivalry of the would-be purchasers intensified day by day. The climax came this week when the final enormous offer was made, and the future ownership of the picture was decided.

HISTORY OF A MASTERPIECE.

Lady Desborough has owned two Raphael Madonnas. She possessed until 1913 the world-famous "Small Cowper Madonna" which was bought by Sir Joseph Duveen for £140,000, and is now in the Widener collection in Philadelphia.

The picture which is known as "The Large Cowper Madonna," and it is larger and even more important than the other. It bears Raphael's signature and the date 1508 entwined in the embroidery on the Virgin's gown.

Niccolini Collection.

It was acquired by Lady Desborough from her uncle, the late Lord Cowper, who had obtained it from the Niccolini collection, where it had been since the seventeenth century.

It is without question one of Raphael's very finest works, and is entirely from his own hand without the assistance of pupils.

Raphael's Madonnas have always been treasures of fabulous value, and £70,000 was paid for the Ansidei Madonna in the National Gallery when it was bought for the nation in the last century, before the American collectors were competing.

Other famous Raphael Madonnas still in private collections in England include the great "Bridgewater Madonna" belonging to Lord Ellesmere, and the same collector's "Holy Family with the Palm Tree," which, tradition has it, once belonged to two sisters, who cut it in half, each keeing a portion in her house.

Raphael was born at Urbino, Italy, in 1483, and died in 1520. It is generally agreed that no other artist has even suggested in a woman's face such divine tenderness as that shown in Rapahel's Madonnas.

Lady Desborough has long been one of the most popular of country-house hostesses. She is the daughter of the Hon. Julian and Lady Adine Fane, who died while their daughter was a child. She was brought up by her uncle and aunt, the late Earl and Countess Cowper, from whom she inherited a considerable fortune. She was appointed a Lady-in-Waiting to the Queen in 1923.

Lady Desborough's two sons, the Hon. Julian and the Hon. Gerald Grenfell, were killed in the war. She has two daughters, the Hon. Monica and the Hon. Imogen Grenfell. Lord Desborough was recently created a Knight of the Garter.

Other Famous Pictures.

Here is a list of some other famous pictures which have been sold for large prices.

Gainsborough's The Blue Boy	£157,000
Hals' The Artist's Family	100,000
Raphael's Virgin and Child Enthroned	100,000
Velasquez's Portrait of Philip IV.	100,000
Velasquez's Philip IV. in Military Costume	100,000
Rembrandt's Mill	100,000
Rembrandt's Portrait of a Young Man	84,000
Gainsborough's Honourable Anne Duncombe	84,000
Van Dyck's Portrait of Paola Adorno	80,000
Titian's Philip II. of Spain	80,000
Lawrence's Pinkie	77,000
Gainsborough's Harvest Wagon	72,000
Holbein's Duchess of Milan	72,000
Vermeer's Het Straatje	60,000
Gainsborough's Lady Petre	60,000
Gainsborough's Portrait of Viscountess Ligonier	60,000

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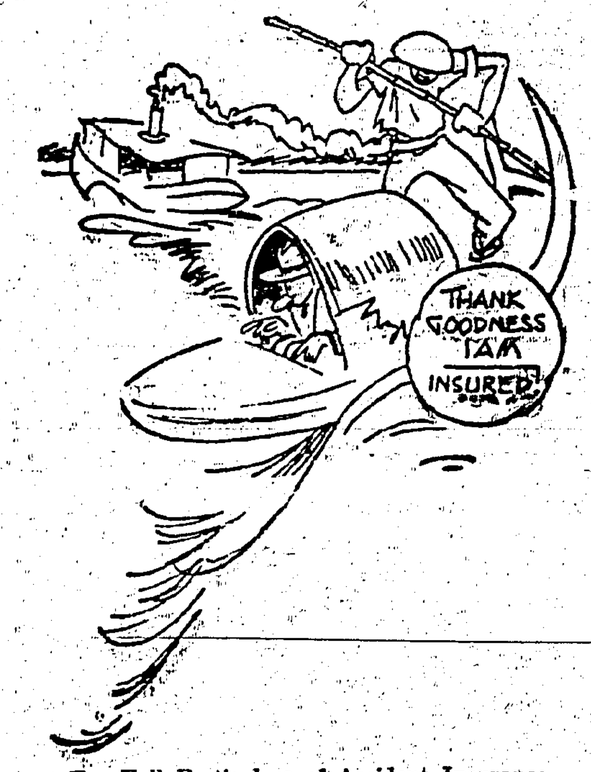

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COMMERCIAL AVIATION IN CHINA.

THROUGH THE AIR CHINA WILL BE UNITED.

PAST ENTERPRISE AND PRESENT OPPORTUNITIES.

It is hard for the average person to realize that it is safer to travel by air to-day than by any other means. Some of the largest insurance companies have set their seal upon air transportation ahead of rail and motor bus, and secondary only to steamers. This will prove to you that aviation has come to stay and will contribute to the development of any country, writes Capt. Theodore Ching in the *Far Eastern Review*.

Aviation in China, although still in its infant stage, is not a new means of transportation, for according to history, the Chinese were the first to study the air with aircraft or kites. Aviation took place in China immediately after the Revolutionary war in 1911. It was during this time that some far-sighted military officials were convinced that aviation has something to contribute to the country's development.

In the year 1912, two officers of the Chinese army returned from Europe with airplanes and sufficient training to fly upon arrival in South China. An aviation school was established, and these two officers were very successful until one of them was accidentally killed. An aviation school was started in Peking and students from the various military institutes enlisted. This school, which is still known as the New Yuan Aviation School, turned out hundreds of expert flyers. The Chinese military students make excellent aviators, and no situation bewilders them. This school was successful in every way, and in all other schools it was made compulsory to take up elementary aviation. One academy was converted into a factory and assembling plant, employing approximately 800 skilled men and scores of expert engineers and instructors. This assembling plant and advance school of aviation functioned as long as the British were willing to make loans to the Government for maintenance and operation, and also salary for their nationals who may be employed through their Legation. This aerodrome is not only the best equipped, but the largest east of Suez, and housing approximately 175 airplanes. In the year 1919, China as one of the signatories of the international air convention, while formulating rules for air travel, laid special emphasis on the free development of aviation in the country. China, however, has failed to ratify her adherence to the convention and takes the arbitrary attitude of strangling efforts to promote the development of commercial aviation in the country.

This action was taken by the War Department immediately after the change of administration in the capital. During this year the Chinese Government rules that aeroplanes are instruments of war, and therefore they forbid their importation for any purpose whatever by Chinese or foreigners. Aeroplanes since classed as instruments of war, America and European nations supposing to have agreed not to sell China any materials, aeronautical activities were again suspended. Immediately after the Great War, Great Britain with all her surplus war materials, soon found a dumping ground, and that was China. Through British diplomacy again, she has made China a loan of approximately four million pounds, sterling, all in war surplus aeroplanes, and interest that was derived from the loans was to be spent in developing China by engaging British instructors, British engineers, and British advisers to the War Department. Occasionally, when the payments of interest are in default, their diplomatic representatives would not hesitate to use pressure to get money from other sources.

Since the contract was signed with the Vickers Company, through the British Air Ministry, aeroplanes of the bombing and other military types began to arrive continually, and how they got passed by the Customs I will leave to your own judgment. Remember, the British controlled the Customs administration then.

In the year 1920 aviation was again revived and there were activities of all kinds in North China. The Bureau of Aeronautics, under the War Department, mapped out air routes almost covering the whole of North China. I am sorry to say only a few were in operation two years after. Up to 1922, approximately 200 aeroplanes arrived, and all these, according to the Constitution of China, are war implements.

The Vickers Company Contract.

The Vickers Company had a ten-year contract to supply the Chinese Government with aeroplanes and materials, and during the ten years the Bureau of Aeronautics was prohibited from purchasing planes from America and other nations, it was agreed to use a few Americans as instructors. It was in 1920 that steps were taken to employ two pilot instructors, and it was in this same year that I received my appointment through the recommendation of the British Advisory Board as Chief Field Superintendent. While holding this post, it took me fourteen months to find out what was going on. It was wholesale smuggling of war materials, and taking advantage of the eagerness of the Chinese to develop commercial aviation. They have spread propaganda about civil aviation which they are developing for the Government of China.

The Peking-Shanghai Air Line.

In the summer of 1921, the longest route, which was the Peking to Shanghai air line, cost the Government thousands of dollars.

Hangars were built along the way posts, and mainly in Shanghai. Negotiations were completed in every way necessary and the date of the inauguration was set and it was heralded by the whole world as the greatest tribute to the new progressive movement in China.

This Peking-Shanghai air line, one of the greatest aerial enterprises in the world, and certainly the boldest move to emerge from age old decadence ever made in China, has collapsed, apparently through the militarist parties who have seized the reins of government and are working strongly against any peaceful evolution of so useful a development as aviation.

It is very disappointing that commercial aviation during the past few years was welcomed with such great warmth and enthusiasm and to be immediately confined to a few selfish factions.

It is through the air that China will eventually be united and develop her great natural resources, almost untouched except along the coastal provinces. The vast and rich cities which are centers of productive districts and which are now shut off by long days of tedious land and water travel, would be only a matter of hours were commercial air lines established.

You need not necessarily picture a country criss-crossed with air lines and carrying all traffic. Through that is not an impossibility for the future, we all realize the aeroplane will never entirely supplant the rail or water transportation, but it would be applied where it is most useful. Men will not settle in any great numbers in places where it takes days and weeks to reach, and colonization never precedes transportation. One would readily see what outside influences sweep the different parts of China. North China shows British influence, and in South China, where the city of Canton and other Government administrations are run practically by young Chinese who acquire their education in America, naturally American ideas predominate; the extreme southwest by the French, and North Manchuria by the Japanese. Affairs in China are not as chaotic as the world thinks. Naturally, as after any overturn of government, there are many remnants of revolutionary factions which would create disturbances here and there.

People living in America to-day are enjoying life, freedom and liberty, the results of a hundred odd years of formation.

China is only in its fifteenth year of a republic. It is in fact not a Republican government at all. The form of government is still in process of moulding, and let's give it a chance.

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

RUGBY, June 3rd.

Paris	124
Brussels	34.99½
Amsterdam	12.09.3/16
Berlin	20.40
Copenhagen	18.16¾
Vienna	34.70½
Helsingfors	194
Lisbon	2.3/32
Bucharest	793
Buenos Aires	47.23/32
New York	4.88.23/64
Geneva	25.33½
Milan	92.67½
Stockholm	18.19½
Oslo	18.22½
Prague	164¾
Madrid	29.25
Athens	365
Rio	5.59/64
Bombay	1/5.61/64
Yokohama	1/10.15/16
Shanghai	2/8.1/3
Hong Kong	2/0.1/3
Silver (spot)	27.15/16
Silver (forward)	27.0/16

CINEMA NEWS.

THE SECRET STUDIO AT THE QUEENS.

A picture dealing with the romance of an artists' colony, entitled "The Secret Studio," is the chief attraction at the Queen's Theatre to-day and to-morrow. Olive Borden plays the part of a modern flapper. Convinced that she can "look after herself," she is soon in the clutches of a sinister artist, portrayed by Ben Bard, Clifford Holland has the rôle of the hero. A special incident in the picture is an artists ball with a tableaux of beautiful girls.

"The Frontiersman," which comes to the Star Theatre to-day and to-morrow is a stirring tale of the early frontier days of Tennessee when Andrew Jackson and his militia crushed the power of the Creek Indian Confederacy in 1813. Colonel Tim McCoy plays the rôle of a young officer of the militia who faces many dangers in his efforts to prevent war between the settlers and Indians. Claire Windsor is the daughter of Andrew Jackson while Russell Simpson portrays the general himself. The picture was directed by Reginald Barker, who specialises in this type of adventure and hard fighting films.

Colour is the predominating note in the programme at the World Theatre to-day and to-morrow, when Zane Grey's "Wanderer of the Wasteland" will be screened again. Filmed entirely in natural colour, the "Wanderer of the Wasteland" was produced in the original settings of Zane Grey's book, the Desert of Aribona and Death Valley, California. Jack Holt plays the lead

(*Continued at foot of next column.*)

and the cast includes Kathlyn Williams, Noah Beery and Billie Dove.

VICTIMISING THE HONG KONG BANK.

MYSTERY OF FOUR YEAR OLD THEFT CLEARED.

With the arrest of a Chinese in Canton, the mystery which surrounded the disappearance of $40,000 from the Hong Kong and Shanghai Bank in January 1924, has been cleared.

On February 9th, 1924, the Police issued a report announcing the loss of this huge sum by the Bank and to the effect that it was believed that the money was paid out on a forged cheque. It was then ascertained that the Chinese cashier paid out this sum on a cheque just before the Chinese New Year and that the cheque was placed in a drawer with other cheques.

When the cashier came to look for the cheque after the day's work, it was found to have disappeared. With the loss of the cheque the Bank was unable to trace either the drawer or drawee.

The arrested man was brought before the Central Magistracy yesterday on a charge of larceny of $40,000 by means of a forged cheque or alternatively larceny by servant.

The accused pleaded guilty to the charge and he was remanded for a week so that the Police could make enquiries with regard to the disposal of the money.

THE COMMUNIST ROAD TO INDIA.

FAILURE IN CHINA HAS LED TO REDOUBLED EFFORTS IN INDIA.

INDEFATIGABLE RUSSIAN INTRIGUE.

The well known Hindu Communist, Roy, in a paper published in the "International Press Correspondence" touching the question of the Communist movement in India, says that only by terroristic acts against the bourgeoisie and against the white race is it possible to maintain a revolutionary movement in India. Roy, having left China in company with Borodin, visited Moscow and then again with Borodin went into Turkestan with the object of propaganda work. No doubt that propaganda penetrates into India through the northwest. From that point Moscow has organized political, economic and military penetration. Since 1927 Moscow has worked against India undisguisedly. Hundreds of propagandists are sent there through Chinese Turkestan and Afghanistan. The number of official newspapers in Central Asia and of periodicals issued by the Central Asiatic Bureau of Propaganda proves the gigantic scale of Moscow's work in India.

A propaganda section and Bureau of Deliverance of Asiatic Peoples have their seats in Merv. They publish there a newspaper in three dialects which are spoken in Afghanistan and Beluchistan. The Eastern department of the Comintern Section and the Central Committee of the Persian and Afghan Communist party are also in Merv. While the intelligence service for India is established in Bokhara.

Intricately Organized.

In Samarkand there is a school for propagandists among Asiatic peoples, a number of women being among the students. In Tashkent, there are the Central Asiatic Bureau of the Central Committee of Communistic Youth, a club for Hindu Communists, several schools for propagandists, military schools for natives, etc. On the Pamir table-land, the meeting point of India, Afghanistan, U.S.S.R. and China, the Bolsheviks have placed detachments for assisting Hindus refugees.

Bolsheviks are permanently watching Great Britain and are using every opportunity to hinder her policy. Thus, for instance, the recent visit of the British Secretary for War to the Afghan frontier was countered by Moscow with the issuance of thousands of posters in an endeavour to convince the native population that the British intend to annex Afghanistan and Turkestan.

By order of Revolutionary Military Council of December 26th, 1927, the ablest persons were appointed to the Afghan and Chinese frontiers. Many natives, who had obtained their education in propaganda schools received posts of minor importance. The Communist Party during the "Arcos case" in London published in many Asiatic newspapers statements saying that Red cavalry, together with Afghans and nomadic tribes, could at any moment be sent into the valley of India. Several foreigners who arrived in China from Moscow and who had occasion to visit Soviet Turkestan tell that between Tashkent and Kabul many Hindus were travelling to Moscow or back to India. The Soviet Embassy in Kabul is fulfilling the same functions as did the Soviet Embassy in Peking.

Nothing Overlooked.

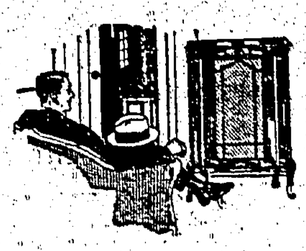
In Kandahar, in the centre of Afghanistan, the Bolsheviks have organized a Communist cell. They have organized very efficient communication with India across Chinese Turkestan, where in many places they have inaugurated a consular service and entered in relations with different bands which are operating in Afghanistan and India. Owing to the anarchic state of affairs in Yunnan and Szechuan, they have a free hand there. They plan to organize an aeroplane service between Kashgar and Samarkand. From Kashgar, Bolsheviks launch alleged scientific expeditions "to Yarkand, sending from there their men to India and taking back tired propagandists." While persecuting religion in their own country, the Bolsheviks do everything to encourage the Mohammedans; they give permission to build new mosques and sometimes give substantial assistance to the mullahs.

Lhasa Penetrated.

Lhasa is visited very seldom by foreigners, but Bolsheviks have found means to penetrate there too. In Astrakhan, on the coast of Caspian Sea, there live a nomadic tribe of Kalmucks, numbering about 1,000,000. They are all Buddhists or Lamas and their language is very similar to Mongolian. At the time of the Bolshevik advance on Mongolia, Kalmucks played the part of instructors. A number of princes and priests, in June 1927, were sent to Lhasa with a proposal to enter into a "union" with the U.S.S.R. and to offer them instructors and arms. Among the members of this mission there were representatives of the Central Committee of the Communist Party, because Kalmucks are now organized into an autonomous republic under direction of Russian Communists. This mission has not yet returned, and there are rumours that they have preferred to remain in Lhasa. Beside doing propaganda work, the Bolsheviks improve means of communication. For example the roads between Kabul, Meerut and U.S.S.R. are so organized, that there exist many stations where one can get drinking water and petrol for aeroplanes.

They have started also to build railway lines to connect Turkestan with Siberia. On the northern section of the Siberian-Turkestan railroad 14,000 men are working. Huge sums, totalling over 40 million roubles, have already been spent on the southern section. The Soviet trade delegation which is just now staying in America has bought a great number of "Cleveland" engines and also numerous motor cars for the railway line which is to connect Tashkent with Novo-Sibirsk (Novo-Nikolaievsk).

The Frunze-Tokmak railway is almost completed and the Bolsheviks are energetically working on the development of an air service, with which object they have introduced new taxes and are building new aeroplanes. In a series of Turkestan towns, as for instance, Merv, Samarkand, Khiva and Bokhara, not to mention Tashkent, aerodromes have been organized and large stores of foodstuffs and munitions accumulated.—*North China Daily News.*



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"OCEAN" COMPREHENSIVE POLICY. [106

BRITISH COAL TRADE CHANGES.

BY-PRODUCTS AND PULVERISATION.

Efforts being made to re-organise the coal industry will, it is believed, result in renewed prosperity for that trade.

In the House of Commons recently reference was made to the "drastic changes" taking place in the industry, and a prominent authority on the subject has said:—

In the first place there are the selling schemes. There is one for Derbyshire, Nottinghamshire, Warwickshire, Yorkshire, and Lancashire, one for South Wales, and another for Scotland. And now the owners in Northumberland and Durham are considering a similar scheme.

Then there is greater activity with regard to by-products. Benzole is being produced in far larger quantities, and there is every prospect that before long the production will be of distinct advantage to motorists, for presumably the greater the supply the lower the cost of the consumer.

There are more than 200 schemes being developed for the production of smokeless fuel and gas and oil. Several are of very great promise indeed.

Perhaps the greatest development of all has taken place in connection with the pulverisation of coal. Sir Charles Parsons and other experts have spoken of pulverised coal as having certain advantages over oil as a prime mover, and if things develop as they now promise there will soon be a new type of ship which will use pulverised coal for motive power.

TO CLEAR UP BIAS BAY.

CANTON IN EARNEST.

GUNBOAT DESPATCHED.

The suppression of pirates and their dens in Bias Bay is no idle threat, says the *Canton Gazette*. A reconnoitring party has already been sent to that place to survey the water and the neighbouring mountains. It is understood that the party left on the 31st ult. abroad the cruiser, *Chung Shan*.

As soon as this party has completed its investigation and reported to the Naval Bureau, detachments of troops will be sent to sweep all the pirates from their quarters. After this has been done, it is stated that a training station for marines will be established near the Bay. A wireless station and a coal depot will, it is said, also be installed in that locality, thus creating a new atmosphere in place of the existing one.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, June 4th.

The *Chungshan* is the flagship and the largest vessel of the Canton Squadron. The expedition will stay at Bias Bay for some time and all strategic points will be marked out; a naval station will be founded and also a coaling depôt.

The thing to be emphasised is that the Canton Government is determined to eradicate every trace of banditry and piracy in that portion of Chinese territory. It is hoping to transform the notorious pirate haunt into a decent neighbourhood. Soldiers will be permanently stationed there to maintain order.

FRUGALITY AT WEDDINGS AND FUNERALS.

In order to hammer into people's minds the necessity of thrift at marriages and funerals the Department of Civil Affairs of the Provincial Government has just issued a series of regulations aiming at the reduction of expenses at these affairs. It has ordered all district magistrates of the Province to make a thorough investigation into the sums of money spent on recent marriages and funerals and report to the Department. The order of the Government denounces lavishness of these affairs. "Many people," it states, "have become bankrupt on this account and their livelihoods affected. There is no reason why the expenses for these things should not be limited."

Every magistrate has been asked to make a report on all funerals and marriages taking place in their respective districts. When a marriage takes place, the magistrate will have to report whether that marriage was celebrated on the new system or according to old fashion, the kind of procession, the music and the amount of money expended. Similar reports will have to be made on funerals.

The object is to emphasize the necessity of saving money. "Money should be spent on better and more worthy purposes," concludes the Government order.

MISHAP ON KOWLOON-CANTON RAILWAY.

A mishap occurred to the 8.20 p.m. train from Canton yesterday, the engine being derailed at Shektan, near Canton. The train did not get in till 10.15 instead of the scheduled time of 7.04.

YAUMATI ARMED ROBBERY.

SMART ARREST BY THE POLICE.

$253 STOLEN FROM TEMPLE STREET.

Three Chinese, Lai Tak, Man Yun *alias* Cheung Yiu, and Chan King were charged before Mr. W. Schofield at the Kowloon Magistracy yesterday morning with being concerned in an armed robbery, along with two others not in custody, at No. 15, Temple Street, first floor, on May 20th, when jewellery and clothing to the value of $253.00 were stolen.

The victim of the robbery, a married woman named Tse Siu-Kwan, stated in evidence that she lived on the floor with her husband and four-year-old daughter. On March 29th a man hired the middle cubicle and the three defendants and two others shared it with him. The men professed to be painters.

On the night of May 19th witness went to sleep in the front cubicle at 10 o'clock and her daughter was sleeping in the verandah. Her husband, who was employed at the Yük Sau coffin shop in Waterloo Road, returned home at about midnight and left the house again to attend a party. Witness bolted the front door and her cubicle door and went to sleep. At the time the three defendants with two others were in their cubicle.

Witness then described how at about 2 o'clock in the morning she was aroused by the first defendant who entered her cubicle by jumping over the partition. He opened the door and admitted the man who originally hired the cubicle and three others. Witness was bound and gagged and the robbers then ransacked the house for about an hour.

After witness had succeeded in releasing herself, she went downstairs and there found Inspector Fallon and some Chinese detectives who had already arrested the three defendants. She recognised two baskets which were removed by the robbers.

The case was adjourned until Thursday afternoon.

FLOOD PREVENTION IN KWANGTUNG.

DISTRICT MAGISTRATES TO BE RESPONSIBLE.

Owing to the incessant rain during the last few days, the water level on the West River has risen several feet and the low-lands may again be flooded. As a precautionary measure, General Chen Chai Tong has instructed the magistrates and military commanders within his jurisdiction to make an inspection of the river banks and embankments within their respective districts. Their task will include a careful survey of the river depths and the possible rise together with an inspection of the points that are dangerous to navigation.

Should they find any places where inconvenience to shipping or inundation may be expected the officials are to call a meeting of all the people in that particular district with a view to taking preventive measures.—*Canton Gazette.*

CANTON'S 'BUS SERVICES.

DIFFICULTY OF REPLACING OLD VEHICLES.

Some time ago, says the *Canton Gazette*, the Bureau of Public Utility required all bus companies to install new cars in three months' time, but this has been found impracticable. The new bus companies say that they have just received their license and to replace existing buses with other cars will mean incurring too much expense. They argue that the old companies should furnish new vehicles because they have been in existence for several years and have made enough profits to buy better buses. As a result, the Bureau of Public Utility has drawn up the following regulations:—

(1) The *three months'* limit in which to change new vehicles shall be applicable to those companies that have been carrying on business for one and a half years.

(2) With respect to those companies which have existed for less than the forgoing period, an inspection of their buses shall be made, and if they are found to be in bad condition the foregoing rule shall apply.

(3) Application for new licences to operate a bus service shall be granted under these terms and regulations.

THE KING'S BIRTHDAY PARADE.

YESTERDAY'S STIRRING CELEBRATION.

3,000 TROOPS MARCH THROUGH CITY.

IMPRESSIVE SCENE AT THE CENOTAPH.

Wherever the Union Jack flies over a British colony, the British Navy and Army can be relied upon to emerge from its efficient, unostentatious work-a-day shell on great State occasions. Yesterday's ceremonial in honour of the sixty-third birthday of His Majesty King George V., at the Cenotaph, certainly did not lack colour.

His Majesty's birthday was honoured by a parade of Britain's Naval and Military power, while warships and British and foreign merchantmen in the harbour "dressed ship" and the Union Jack was seen waving from the verandahs and roofs of all business houses.

The march past of the troop, numbering nearly three thousand, was a most impressive spectacle. The snowy white of the sailors' uniform, the red-flecked turbans of the Indians and the tartan kilts of the pipers and drummers varied the sombre effect of the long khaki ranks.

The dresses of the very large number of ladies gathered around the Cenotaph and on the roofs and verandahs of adjoining houses formed a picturesque background.

The royal salute was fired from Murray Parade Ground by the 1st Mountain Battery of the Hong Kong and Singapore Brigade R.A. and the booming of the guns was interspersed after seven rounds, by a *feu de joie* fired by the Guard of Honour of the Scots Guards drawn up on the Praya opposite to the Cenotaph The band of the King's Own Scottish Borderers played the National Anthem after each volley fired by the Guard of Honour.

Although yesterday's parade was not on the scale of the pageant held at Happy Valley last year the march past of about three thousand men who then traversed the principle streets of the Colony was a novelty and thoroughly enjoyed by those who turned out to witness the display.

Long before eight o'clock crowds began to assemble near the Cenotaph and every available point of vantage was taken before the arrival of the Government House party. Special spaces were reserved for prominent residents and Naval and Military officers and these were taken up shortly after eight o'clock. There were, of course, several thousands of Chinese in Statue Square and on steam launches, all anxious for a place that would give a good view of the parade.

Government House Party Arrives.

Promptly at nine o'clock H.E. The Officer Administering the Government (the Hon. Mr. W. T. Southorn, C.M.G.), accompanied by Captain A. J. L. Whyte and Major H. B. L. Dowbiggin arrived. His Excellency was received by a Guard of Honour drawn from 2nd Battn. the Scots Guards, who took up their position facing the Cenotaph. After the Royal Salute had been given, His Excellency inspected the Guard of Honour in company with H.E. Major-General C. C. Luard, C.B. C.M.G. (G.O.C.) and his A.D.C.

Long Service And Good Conduct Medals.

H.E. The Officer Administering the Government then took up his position in front of the Cenotaph behind a small table covered with the Union Jack on which lay decorations for long service and good conduct.

Those who were to receive these awards wer drawn up outside the Hong Kong Club and each in turn was handed his medal by Mr. Southorn.

The following were the recipients:—

First Class Warrant Officers.—Instructor W. E. Waterson, A.E.C., and Sergt. Major J. R. Marshall, R.E.

Second Class Warrant Officers.—Battery Sergt. Major J. Broadbridge, R.A., and Master Gunner E. F. Fogden, D.C.M., R.A.; Sergt. E. Davies, 20th Heavy Battery, R.A.; Sergt. E. Leach and A. Barnes, 31st Heavy Battery, R.A.; Sergts. C. Clark, W. Burton, and Hav. Jam Muhd, Hong Kong and Singapore Brigade, R.A.; Sergt. W. Bent, Royal Corps of Signals, and Lance Sergt. E. C. Goodheart, R.A.

The Salutes.

After the presentation, the Guard of Honour unfixed bayonets and simultaneously the guns boomed out the Royal Salute from Murray Parade Ground. After seven rounds had been fired the Guard of Honour followed with a *feu de joie*. This was repeated three times with the band of the King's Own Scottish Borderers playing the National Anthem after each volley.

After twenty-one guns had been fired, H.E. Major-General C. C. Luard took charge of the parade. Coming down the steps of the Cenotaph, he gave the command for the Guard of Honour to remove "Head-dress and give three cheers for H.M. The King." The command was obeyed with much enthusiasm.

Impressive March Past.

The Guard of Honour then formed fours and headed by their pipers marched down Yardley Street and from Chater Road they made their way back to the Prince of Wales' Gate at the Royal Naval Yard to take part in the march past.

Three airplanes from the Kai Tack aerodrome at this stage contributed their part of the programme. The hum of their engines announced that they were coming from the West at a very high altitude. They gradually descended and when they reached the Star Ferry wharf, they were then flying so low that one could discern the pilots in each plane. They dipped down in single formation to give the aerial salute on flying past the Cenotaph.

Those who took part in the aerial display were:

Centre (the leader): Flight Lt. W. D. Gairdner, D.F.C., R.A.F.; observer, Lt. J. de B. Wailes, R.N.

On the left: Lt. J. W. Hale, R.N. (Flying Officer, R.A.F.); observer, Lt. K. W. Beard, R.N.

On the right: Flying Officer E. B. Webb, R.A.F.; observer, Lt. C. G. Trencham, R.N.

The planes returned from eastward and dipped once more at the saluting base.

G.O.C. In Charge Of Parade.

H.E. Major-General C. C. Luard then left the saluting base to take charge of the parade. He was soon seen returning with his staff officers, all mounted on beautiful chargers. They were followed by a detachment of blue jackets, very spick and span in white "ducts." They were under the command of Commander L. H. K. Hamilton, D.S.O. of H.M.S. *Wild Swan*.

The Royal Artillery, 159 strong, commanded by Lt.-Col. W. F. Christian, D.S.O., followed. Then came the Hong Kong and Singapore Brigade R.A. commanded by Lt.-Col. T. A. F. Robinson, the Royal Engineers and Royal Corps of Signals under the command of Major E. O. Alabaster, the 2nd Batt. Scots Guards, commanded by Brevet Lt.-Col. J. F. Boyd, D.S.O., the 2nd Batt. King's Own Scottish Borderers, commanded by Lt.-Col. L. J. Comyn, C.M.G., D.S.O., The Hong Kong Volunteer Defence Corps, commanded by Lt.-Col. L. J. Bird, D.S.O., 1st Mountain Battery, under the command of Capt. V. F. Browne, R.C., the 3rd Batt. 15th Punjabis under the command of Lt.-Col. H. T. C. Ivens and the rear was brought up by the Hong Kong Mule Corps under the command of Capt. H. W. Sanders.

H.E. The Officer Administering the Government took the salute as each detachment marched past, and the band of the K.O.S.B., who were lined up outside the Hong Kong Club played appropriate March music for the Royal Navy, the Royal Artillery and the Royal Engineers and Signallers. They then "about turned" and marched down Chater Road to join their battalion as it came down Murray Road.

The march past took fully half an hour. The detachments then made their way along Connaught Road, Hillyer Street, Bonham Strand East and back again to Queen's Road where they were dismissed. Thousands of Chinese were lined on both sides of the roads when the parade went past.

Among the many hundreds present at the March Past were the following:

(*Continued on next Column*).

The Hon. Mr. E. R. Hallifax, C.M.G., C.B.E. (Colonial Secretary), the Hon. Sir Henry Pollock, K.C. (Attorney-General), the Hon. Mr. C. McI. Messer, O.B.E., (Colonial Treasurer), the Hon. Mr. H. T. Creasy, C.B.E., (Director of Public Works), the Hon. Mr. R. A. C. North (Secretary for Chinese Affairs), the Hon. Mr. E. D. C. Wolfe, C.M.G. (Captain Superintendent of Police), the Hon. Dr. R. H. Kotewall, C.M.G., LL.D., the Hon. Mr. A. C. Hynes, the Hon. Mr. B. D. F. Beith, the Hon. Mr. C. G. S. Mackie, Sir Henry Gollan, K.B.E., K.C. (Chief Justice), Mr. Justice P. Jacks (Puisne Judge), Mr. A. E. Wood (Director of Education), Lt.-Col. F. Eaves, D.S.O. (First Police Magistrate), Mr. S. B. B. McElderry, Mr. T. W. Ainsworth, Mr. J. W. Franks, Dr. W. B. A. Moore.

Military Staff Officers either with the G.O.C. or at the Cenotaph included Lt. C. W. P. Richardson (A.D.C.), Colonel R. B. Skinner, O.B.E. (Chief Engineer), Major W. F. Hanna, M.C. (General Staff Officer), Major J. F. Whitacra Allen, M.C. (D.A.A. and Q.M.G.), Captain E. H. L. Jacobs-Larkcom (Staff Captain), Colonel J. S. Bostock, C.B.E. (Senior Medical Officer), Lt.-Col. F. J. C. Wyatt, O.B.E. (Royal Engineers), Major T. J. R. Langmead, M.C. (Royal Army Service Corps), Lt.-Col. P. A. Cardew (Royal Army Ordnance Corps), Lt.-Col. H. G. Ryley (Command Paymaster), Major F. Hogg (Command Veterinary Officer).

Commodore J. L. Pearson, C.M.G., R.N. was at the saluting base, accompanied by Paymr. Commdr. H. Rogers, O.B.E. (Secretary) and other members of his staff.

Squadron-Leader C. E. H. C. Macpherson, R.A.F. (officer commanding the Royal Air Force base at Kai Tack) was also present.

THE HONG KONG CLUB.

As usual the Hong Kong Club was open to the lady friends of members from 11 a.m. until 3 p.m. A band was in attendance and played in the gallery surrounding the entrance hall. Light refreshments were served and at noon the President of the Club, Mr. D. J. Lewis, gave the toast of "The King."

There was a large attendance at tiffin.

GOVERNMENT HOUSE RECEPTION.

H.E. The Officer Administering the Government (the Hon. Mr. W. T. Southorn, C.M.G.) and Mrs. Southorn gave a reception at Government House last evening, which was very largely attended.

SHAMEEN CELEBRATIONS.

MARSHAL LI TSAI HSIN PRESENT.

[FROM OUR CHINESE CORRESPONDENT.]

In spite of the wet weather, part of the programme for the celebration of the King's Birthday was successfully carried out at Shameen.

In the morning a service was held at Christ Church, the Rev. I. C. Blanchett officiating and the Rev. P. Jenkins of the Union Theological College of Canton preached.

The parade of the navy and army units in Canton had to be cancelled on account of the weather, but the ratings and their friends met at the Naval Canteen in Central Avenue, while civilians foregathered at the Canton Club. Mr. J. M. Walker, chairman of the Committee, was responsible for the arrangements.

The official reception took place at the British Consulate General from 11 o'clock in the morning to noon. The Acting Consul General, Mr. J. F. Brenan, received the guests at his residence. With Mr. Brenan were the two newly appointed vice-consuls, Mr. A. A. L. Tuson and Mr. G. E. Stockley.

Marshal Li Tsai Hsin, accompanied by Mr. Li Wen Yen, was among the early arrivals at the reception. More than 30 Chinese officials and prominent citizens of Canton were also there, including Commissioner Chu Chao Hsin for Foreign Affairs; Commissioner Feng Chok Man of Finance; Mayor Lin Wen Kai of the Municipality, and others.

Many ladies were also at the reception, most of them being well known residents of Tungshan, Paak Hok Tung, Fongtsuen, and Shameen.

Practically all the foreign consular officials and naval officers in Canton were present at the reception, the Consulates of Denmark, France, Germany, Japan, the Netherlands, Norway, Portugal, Switzerland, and the United States of America being represented. Foreign officials in the Chinese Customs and Post Office services and others were also present.

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INTIMATIONS.

NOTICE.

MEMBERS of the PUBLIC who are approached by a PORTUGUESE LADY canvassing for Subscriptions to the "HONG KONG OBSERVER" are requested to communicate At Once with the Undersigned. (TEL. C. 4697).

L. E. HAYNES,
Sole Proprietor.
June 1st, 1928. [6332

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

THE FORTY-SEVENTH ORDINARY GENERAL MEETING of the Company will be held at the Offices of the General Managers, Messrs. JARDINE, MATHESON & Co., LTD., Pedder Street, Hong Kong, on WEDNESDAY, THE 20TH JUNE, 1928, at Noon, for the purpose of receiving the Report of the Directors, passing the Accounts, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 13TH JUNE to 4TH JULY, 1928, Both Days inclusive.

By Order of the Board,
JARDINE, MATHESON & CO., LTD.
General Managers.
Hong Kong, 19th May, 1928. [6317

PEAK TRAMWAYS COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the ANNUAL ORDINARY GENERAL MEETING of SHAREHOLDERS of the above Company will be held at the HONG KONG HOTEL, Hong Kong, on THURSDAY, 7TH JUNE, 1928, at 12 NOON, for the purpose of receiving the Report of the Directors together with Statement of Accounts for the Year ended 30th APRIL, 1928.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, 2ND JUNE, to FRIDAY, 8TH JUNE, 1928, Both Days inclusive.

JOHN D. HUMPHREYS & SON,
General Managers.
Hong Kong, 28th May, 1928. [6305

HUMPHREYS ESTATE & FINANCE CO., LTD.

NOTICE IS HEREBY GIVEN that the Certificate No. 3467 dated 30th AUGUST, 1900, for 25 Shares of this Company Numbered 24851-24875 registered in the Name of MRS. MARION LEGGE has been LOST or DESTROYED; and should this Certificate not be produced to the Company before the 12TH JUNE, 1928, a New Certificate for the said Shares will be issued, and the Old Certificate No. 3467 will be thereafter treated by this Company as Null and Void.

JOHN D. HUMPHREYS & SON,
General Managers.
Hong Kong, 11th May, 1928. [6241

BY ORDER OF THE MORTGAGEES.

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OF
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TUESDAY, THE 5TH DAY OF JUNE, 1928
AT 3 P.M.
BY
MESSRS. LAMMERT BROTHERS,
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AT THEIR SALES ROOM,
8A, DUDDELL ST., VICTORIA, HONG KONG.

For further Particulars and Conditions of Sale, Apply to:—
MESSRS. WOO & NASH,
Solicitors,
4 & 6, QUEEN'S ROAD CENTRAL,
OR TO
MESSRS. LAMMERT BROTHERS,
Auctioneers,
No. 8A, DUDDELL STREET.
Hong Kong, 23rd May, 1928. [6288

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The Daily Press.

HONG KONG, JUNE 5TH, 1928.

THE ENGLISH BIBLE.

MR. ARNOLD BENNETT in a recent magazine article stated that sales of Bibles "were steadily and seriously decreasing." The assertion, however, is misleading because actually the output of the British and Foreign Bible Society last year was larger than ever. What has happened is that there is some decline in the gross sales of Bibles printed by private firms of publishers. It is said that the Chinese trouble has naturally led to a considerable diminution in a region where normally the demand is enormous. But in spite of everything the output last year amounted to no fewer than 9,900,000 copies, a figure which is certainly impressive. In Great Britain and the United States the circulation of the Bible is not only maintained but it is steadily improving.

The appearance of the Prime Minister at the annual May meeting of the British and Foreign Bible Society in London provided a welcome antidote to Mr. BENNETT. Mr. BALDWIN expressed the opinion of the vast majority of Christian people when he paid a growing tribute to the Book and the marvellous part it has played in world civilisation. Referring to its influence on the destinies of the British race, he was well within the truth in declaring that "for centuries it has shaped the lives, coloured the traditions of the people, fashioned our literature, filled our memories with unforgettable experiences of childhood."

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It is a legitimate subject for discussion whether the Revised Version has advantages over the old translation, but in popular favour the latter is easily first. For every copy of the newer version 86 of the original are sold. The Bible Society deserves well of its supporters and the whole body of the general public. In the course of its existence it has performed what is little short of a miracle. It has annihilated frontiers and abolished Babel. In the spiritual sphere it has helped to raise civilisation on to a higher plane; and that is the best, as it must be the ultimate, test of service.

An additional health bulletin of Eastern ports, issued by the Director of Medical and Sanitary Services, records the following further cases: Plague, Suez 2, Aden 1 (a death), Bassein 4 deaths, Bombay 1 death; Cholera, Bassein 8 deaths; Small-pox, Basrah 2 (2 deaths), Bombay 26.

H.E. the General Officer Commanding the Troops (Major-General C. C. Luard), Mrs. Luard and family are leaving to-day for a seven weeks holiday in Indo-China.

The Hong cricket and tennis Interport teams arrived here yesterday from Shanghai by the s.s. *Empress of Canada*. Mr. R. E. Lindsell, who accompanied the team as scorer, was also on board.

A Chinese named Kwong Ling, said to be a cook by profession and a native of Heungshan district, was taken into police custody yesterday. It is alleged that the man had on his person a dagger and 16 rounds of ammunition.

Among passengers leaving Hong Kong to-day by the s.s. *President Cleveland* for San Francisco are:—Mr. and Mrs. G. T. Larsen, who are travelling to the United States on a pleasure trip. Mr. Larsen is a retired Dutch merchant; Mr. Ernest K. Moy, a Chinese journalist, who is returning to the United States and is staying for a few weeks in Shanghai; Mr. Alex M. Yazejy of Messrs. Mallouk Bros., Shanghai, who is returning home to Europe on furlough; Mr. W. Hayashi of the Mitsui Bussan Kaisaha who is travelling to Japan; Mr. W. C. Taylor of Messrs. Arnhold & Co., Canton, who is going to Shanghai; Mr. Walter H. John, who is returning to the United States on furlough. Mr. John is connected with the Asiatic Petroleum Co., Singapore; Mr. S. Ellis of the Firm of Doge Seymour & Co., who is returning to Shanghai after a business trip South.

THE LATE MR. CHAN TONG.

YESTERDAY'S FUNERAL.

The funeral of the late Mr. Chan Tong took place yesterday at the Chinese Permanent Cemetery. There was a large attendance of the deceased's family and friends among them being several European and Chinese members of the staff of the Dairy Farm Ice and Cold Storage Co.

The late Mr. Chan Tong died of heart failure last week. He was the compradore of the Dairy Farm Co. for many years.

Yesterday's funeral, although conducted according to Chinese rites, saw one variation in the usual custom, the coffin being placed in a hearse. The usual ceremony of paying their last respects to the memory of the deceased was carried out at the "Last Meeting Place" at Kennedy Town.

There were many floral tributes sent by friends and colleagues.

SOLDIER'S BATTLE WITH POLICE.

A CASE FOR THE MILITARY AUTHORITIES.

Private Ernest Bird of the King's Own Scottish Borderers, whose battle with five members of the Hong Kong Police Force on Sunday night, was reported in the *Daily Press* yesterday, was brought before the Magistrate yesterday morning. He was handed over to the Military Authorities.

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 6.05 p.m., stated:—

A weak anti-cyclonic area extends from South China across the Bonins to the Pacific. Pressure is relatively low over the north part of the China Sea. A depression is still indicated to the south of Pratas.

Local Forecast:—E. winds, moderate, cloudy.

AFTER A LONG WATCH.

EX-CAFE BOY'S OTHER ROLE.

KELSEY MANSLAUGHTER CASE RECALLED.

Wong Hui Tong who was formerly employed as No. 1 boy at the Cafe Parisienne, and who figured as a principal witness in the manslaughter case against Chief Petty Officer G. W. Kelsey of H.M.S. *Ambrose*, last month was brought to book yesterday by the Police.

It appeared that since the Kelsey case, when Wong Hui Tong gave evidence to the effect that Kelsey had visited him in the early hours of that morning, at about 2 a.m., and that he had been in the habit of receiving visits from Kelsey at that hour, the Police had suspected Wong of keeping a house for immoral purposes. At the proceeding against Kelsey Wong strenuously denied a suggestion to that effect.

The Police had been watching him since, but Wong had been shrewd or lucky enough to baffle them for quite a long time. However, his joss turned against him when Inspector Shannon paid an unexpected visit to Wong's premises in the early hours of Sunday morning. There he found seven Portuguese and two Englishmen making merry with three members of the "red light" district.

Wong was brought before Major C. Willson yesterday morning and Inspector Shannon told the Court that the Portuguese and Englishmen found on the premises had admitted that they were there for an immoral purpose and that the three girls also admitted the nature of their profession.

Wong coolly told the Magistrate that he had nothing to say in answer to the charge. He was ordered to pay a fine of $100 or in default to go to gaol for six months. The premises was also ordered to be closed.

TWO WOMEN IN LIBEL SUIT.

"OSTRACISED FROM CLUBLAND."

PLAINTIFF'S SEVEN UNSUCCESSFUL ACTIONS.

In the King's Bench Division before Mr. Justice Swift and a special jury, Miss Kathleen Frances Mervin More, of Lancaster-street, W., sued Miss Flora Gertrude Weaver, of independent means, of Knightrider-street, E.C., for damages for alleged libel.

Miss More, who conducted her own case, alleged that Miss Weaver lent her £7,500 without interest in 1923 to enable her to buy the Victoria Hotel, Kensington. But, she continued, three months later Miss Weaver called in the loan with the result that she (Miss More) was reduced to bankruptcy.

The libels of which Miss More complained were, she said, contained in letters Miss Weaver wrote to her solicitors, which contained statements which meant, in effect, that she was a fraudulent person and incompetent in business.

Miss More said she was for 10 years the owner of a West End club. Miss Weaver, who formerly boarded at the Victoria Hotel, lent her the money without interest with which to purchase the hotel, and later forced her to sign a "payment on demand" mortgage. Then Miss Weaver called in the mortgage and eventually obtained possession of the hotel. Miss More alleged that in consequence she had lost between £2,000 and £3,000 a year.

"Like A Wild Bronco."

"I have been ostracised from clubland," declared Miss More, "and have been deprived of the chance of earning my living. I signed the mortgage under threats, and that was my death-warrant for I had to repay the money within a week.

"The only reason I am alive," added Miss More, "is that certain women friends kept me out of compassion."

Miss More said the letters of which she complained had been used against her when, at the Old Bailey, she was bound over for an alleged libel against a solicitor.

Mr. Raynor Goddard, K.C., for Miss Weaver: Since this money was called in you have commenced no fewer than seven actions!—Yes.

Agreeing that all the actions were dismissed, Miss More declared that that was because of illegal procedure adopted against her.

(*Continued at foot of next column.*)

ARSENIC DEATH MYSTERY.

DOCTORS AT INQUEST ON HARRY PACE.

STARTLING EVIDENCE BY EXPERTS.

COLEFORD (Glos.), May 9th.

Sensational statements were made to-day at the resumed coroner's inquiry concerning the mysterious death of Mr. Harry Pace, the Forest of Dean farmer.

The most dramatic moment came when Dr. Dupre, who had attended Mr. Pace during his illness and had certified that he died a natural death, was concluding his evidence. "From what you know now, doctor," he was asked, "what, in your opinion, was the cause of death?"

"Poisoning by arsenic," was the doctor's ready response. A court crowded with people, mostly women, listened in intense silence.

Widow Hidden.

Mrs. Pace, the dead man's widow, pale and wan, was again seated behind a screen which hid her from the gaze of the public.

For the first time since the inquest was opened legal, medical, scientific, and police experts attended the court in full strength. Mr. G. R. Paling, a familiar figure in cases conducted by the Director of Public Prosecutions, appeared on behalf of the Home Office to assist in the examination of the medical and scientific witnesses. On his right sat Professor Walter Hall, pathologist of Bristol University, and Mr. Ellis, the analyst for the county of Gloucester, both of whom will give evidence. Chief Inspector Cornish and Sergeant Campion, the Scotland-yard officers in charge of the investigations, were on his left.

Mr. Trevor Wellington, the solicitor who represents Mrs. Pace, was not able to be present owing to a family bereavement, and the cross-examination of the witnesses was allowed to stand over.

Dr. Dupre, who attended Mr. Pace from the end of May last year until his death on January 10th last, described the various symptoms he observed—internal pain, paralysis, the loss of sensation of touch, and loss of power. It was on his advice that Mr. Pace was removed to Gloucester Hospital, where he remained for two months.

After his return, said the doctor, he improved gradually, but on Boxing Day there was a relapse, and when Dr. Dupre last saw him alive, at 10.30 p.m. on January 9th, he was helpless and suffering; and complained of a burning pain in the throat. He died on the following morning, and the doctor certified that death was due to influenza, anuria, gastro-enteritis, and peripheral neuritis.

"Arsenical Poisoning."

"None of the medicine which I dispensed," said Dr. Dupre, "contained arsenic in any shape or form. At the time of his death I did not know the origin of the peripheral neuritis, but I am now of opinion that the origin was arsenical poisoning."

Dr. Nanda, a coloured doctor, who was called in last August to make an independent examination of Mr. Pace, said he agreed with Dr. Dupre's diagnosis. "I formed no opinion then," said Dr. Nanda, "as to the origin of the peripheral neuritis, but I am of opinion that the origin was arsenical poisoning."

"Is it possible," asked Mr. Paling, "to have forced through the skin a sufficient quantity of arsenic to cause peripheral neuritis?"

"I have never heard of such a case," replied the doctor.

Dr. Mather, resident physician at the Royal Infirmary, Gloucester, where Mr. Pace was a patient for two months, said he diagnosed the complaint as peripheral neuritis None of the medicine given to him contained arsenic. The doctor added that he expected it would take two years to cure Mr. Pace's complaint, but he did not expect the man would die.

Dr. Carson, who made the post-mortem examination, also gave it as his opinion that the cause of death was *arsenical poisoning*.

Mr. Raynor Goddard: The Lord Chief Justice, in the Court of Criminal Appeal, described the letters you wrote about the solicitors as being gross libels!—Yes, without hearing my case.

Mr. Justice Swift: You must not say that, because the Court had fully dealt with your case.

Mr. Raynor Goddard read a letter written by Miss More to Miss Weaver, which contained the following sentence: "You stand on your hind legs like a wild bronco and hound me about the loan."

The hearing was adjourned.

JAPAN'S OIL PROBLEM.

A SUBSTITUTE NEEDED.

OIL SHALE IN MANCHURIA.

The food supply is perhaps the gravest problem confronting Japan to-day. Next to that is the question of satisfying her fuel needs. Mr. Inoue tells us in a recent issue of the *Jitsugyo no Nihon* (Tokyo), that the amount of oil produced in the country is not enough to answer one-half of its requirements. Moreover the demand for oil has shown a sudden increase. Importation of oil into Japan is now very large. We read:—

"The production of oil in Japan reached its record year in 1915, when it amounted to 2,600,000 koku (a koku is 48 gallons). Since then it has been steadily on the decline. In 1924, the figure stood at 1,500,000 koku, and in 1925 at 1,530,000 koku; it was only 1,450,000 in 1926. But of late, the demand for oil has gained steadily with the development of steamships, airplanes, and automotive vehicles. As a result, in 1925, the importation of oil into Japan rose to 2,170,000 koku. In other words, it was 600,000 more than the country produced that year. And it amounted in value to 63,400,000 yen (about $32,000,000). These figures do not include the oil imported by the Navy, which amounted to at least 400,000 tons. Within ten years from now we shall be compelled to import some 1,000,000 tons of oil."

Manchuria's Possibilities.

Under the circumstances, the writer points out, the imperative duty of the chemical industry of the country is to find some substitute for oil. He reviews at length the various synthetic fuels proposed by the chemists of the world, but he finds that the most promising quarter to which Japan could turn for her fuel salvation lies in the direction of the oil shale, not in Japan proper, but in Manchuria. He says:

"In our country, in Hokkaido, and in the prefecture of Shimane, a small quantity of oil shale is found; but that is all. But at Fushan, Manchuria, the supply is practically limitless. There is 1,200,000,000 tons within 500 feet of the surface; 2,400,000,000 tons within 1,000 feet, and 4,800,000,000 tons within 2,000 feet, it is estimated. Its oil content is from 9 to 10 per cent. An average of 5 per cent. could be extracted from the shale by the Scotch dry distillation method, and about thirty-two pounds of sulphate of ammonia to an English ton. If this be true, then, down to 1,000 feet there is in Fushun an oil reserve of 120,000,000 tons."

A Start Being Made.

The chief item of expenditure in this particular enterprise, namely, that of the mining operations, is practically nil, the writer points out, because the shale lies just above the coal bed at the famous Fushun mine, and because a large section of the coal-mining there is now conducted on the open-cut method. The oil shale must first be removed before the coal-bed is reached. The South Manchuria Railway Company has completed, we are told, all the preliminary experiments in connection with the distillation of oil from the shale, and is about to establish a plant in the near future. Coal-tar produced from low carbonation of coal is receiving a great deal of attention in Japan, the writer tells us. An average production of eighteen gallons of liquid fuel to a ton of coal is expected—and sometimes as high as twenty-six gallons under exceptional conditions. The hydrogenation of naphthalene and the production of liquid fuel from the vegetable and animal fats are other phases of research commanding constant attention from Japanese chemists. After a detailed description of the method of production of a liquid fuel from the water-gas, similar to oil, Mr. Inoue thus enumerates its advantages:—

"By this one gains the advantage of commanding almost an unlimited raw material which could be easily procured, like water-gas. And the comparatively low temperature needed in the process, say about 300 degrees, is another advantage. Still another is that it does not call for an extremely high pressure. All these combined should encourage the establishment of this line of chemical industry. Moreover, as the raw material used does not contain sulphur, the liquid fuel produced is of excellent quality. For that reason, a country like ours, which is suffering under the constant threat of a lack of oil, should devote its utmost efforts to carry on this research and endeavouring to find it in the solution of her oil question."

The chemical laboratories of Japan are strenuously carrying on experiments with various synthetic or blended fuels, using alcohol as the principal ingredient, Mr. Inoue tells us; but we learn that they are far from having solved many of the difficulties.—*Far Eastern Review*.

ATTEMPT ON LIFE OF CHANG TSO LIN.

BODYGUARD FIRE ON JAPANESE GENDARMERIE.

THE NANKING GOVERNMENT'S OPPORTUNITY.

RESIGNATION OF SUN CHUAN FANG.

An official report from the War Office at Tokyo states that as Marshal Chang Tso Lin's train passed through one of the stations in the course of his journey to Mukden, a number of plain clothed Chinese threw bombs at the train, slightly injuring the Marshal himself, and the Governor of Heilungkiang, and killing and wounding several of his staff. Chang Tso Lin's bodyguard opened fire on the would-be assassins.

Japanese press reports show that the damage done to the train by bombs was considerable, five of the 22 saloon cars being destroyed. The bodyguard opened fire immediately, mainly at the Japanese gendarmerie guarding the line, who returned the fire. Japanese and Chinese troops are still facing each other.

Home newspapers show an inclination to accept any government which can establish authority in China, and the Nanking Government is considered to have an unique opportunity for putting forward a really constructive policy for an united China. The *Daily Telegraph* emphasises the fact that the Nanking Government should not attempt to establish any sort of jurisdiction over Manchuria.

ATTEMPT AT CHANG'S LIFE.

[THROUGH REUTER'S AGENCY.]

TOKYO, June 4th.

An official message to the War Office states that when Chang Tso Lin's train was passing through the junction from the Peking-Mukden to the South Manchuria Railway, plain clothed Chinese threw bombs at the train.

As a result of this outrage Chang Tso Lin and Wu Chun Sheng, Governor of Heilungkiang, were slightly injured, while several of his suite were killed or wounded. Chang Tso Lin's bodyguard fired on the bombers.

The despatch refutes press reports that Japanese troops guarding the line clashed with the Chinese.

JAPANESE PRESS REPORTS.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, June 4th.

Japanese press reports from Mukden state that Chang Tso Lin's train consisted of twenty-two saloon cars packed with bodyguards. The bombs blew up the eleventh carriage from the engine, and set on fire the next four, which were burned out.

Immediately the explosions occurred the bodyguards opened fire promiscuously, mainly aiming at the Japanese gendarmerie who were guarding the railway. The latter replied, and firing lasted forty minutes. Casualties at present cannot be ascertained, but Chinese and Japanese troops are still confronting each other.

Chang Tso Lin, who suffered slight injuries to his face, hurriedly entered a motor car and proceeded to headquarters.

Arrives At Mukden.

MUKDEN, June 4th.

Chang Tso Lin arrived here at 6 a.m. this morning.

SOVIET BOMBS.

[THROUGH REUTER'S AGENCY.]

PEKING, June 4th.

A message confirms the report of the bombing of Chang Tso Lin's train, and adds that, as the train was passing under a railway bridge at 5.30 this morning, the would-be assassins dropped two bombs which smashed the train and killed or wounded several.

A number of suspects were arrested and at least two summarily shot. Chang Tso Lin proceeded to his residence by motor-car.

According to Japanese reports the bombs were of Soviet manufacture.

AT THE FRONT.

[THROUGH REUTER'S AGENCY.]

PEKING, June 4th.

There has been some skirmishing to-day at Liuliho and north of the Nankow Pass. It is alleged that the Nanking Government has wired to the Shansi authorities instructing them not to agree to allow the Fengtienese to withdraw unmolested, but to press on immediately. Yang Yu Ting and Chang Hsueh Liang have wired to Yen Hsih Shan protesting against this breach of faith.

Many troops are leaving the fronts and marching past Peking, but hitherto all has been quiet and orderly.

THE LAST STAND.

[THROUGH REUTER'S AGENCY.]

It appears that the Mukden forces have given up all idea of making a final stand on the Liuliho Changhsintien line, south west of Peking. They are now concentrating on this line but it is reported that ultimately they will carry out a general retreat to the line of Lwanho in eastern Chih', where they will make a last stand.

SUN CHUAN FANG RESIGNS.

[THROUGH REUTER'S AGENCY.]

TOKYO, June 4th.

A message from Tientsin says that the foreign garrison has taken up defensive positions, but so far there have been no disturbances, though the Japanese have been obliged to disarm a number of Chinese who tried to enter the Concession.

Sun Chuan Fang has resigned the commandership of the Shantung Chihli allied forces and has announced his withdrawal from Tientsin, though his troops are reported to be retreating in a disorderly way towards Tientsin.

SUN CHUAN FANG'S FATHER CAPTURED.

(*Wah Tsz Yat Pao.*)

SHANGHAI, June 4th.

According to a report from Shantung, Marshal Sun Chuan Fang's father has been captured by some ex-soldiers, formerly under the leadership of General Pei Shu Ching, at a village near the Tsinan-Tsingtao Railway.

ORDER IN PEKING.

(*Wah Tsz Yat Pao.*)

SHANGHAI, June 4th.

Mr. Wang Shi Chien" refuses to assume the responsibility of maintaining order and peace in Peking. He declares that Generals Yang Yu Ting and Chang Hsueh Liang have promised to take charge of military affairs and the Cabinet have taken over the central executive power, so that it does not necessitate the establishment of the temporary public safety commission, of which he has been advised to take the chairmanship.

REORGANISING THE NORTH.

(*Wah Tsz Yat Pao.*)

SHANGHAI, June 4th.

General Yen Shih Shan has sent a telegram to the Nanking Government, suggesting that General Yu Chien, formerly Tutung of Jeho under the Fengtienese *régime*, is the right man to take over the leadership of the Fengtienese stragglers which will be reorganised into the Nationalist Army.

SHANSI'S ENTRY.

(*Wah Tsz Yat Pao.*)

SHANGHAI, June 4th.

General Sheng Chien, General Yen Shih Shan's subordinate, has despatched his Chief of Staff, Liu Wei Yung, to Peking to negotiate with the Peking local authorities with a view to facilitating the entry of the Third Army Group (Yen Shih Shan's) into Peking.

POLITICAL COMMISSION.

(*Wah Tsz Yat Pao.*)

SHANGHAI, June 4th.

In view of Marshal Chang Tso Lin's departure from Peking, the Nanking Government leaders, including Li Lieh Chun, Tsai Yuen Pui, Yu Yao Jen and some others, held a meeting yesterday to discuss the organisation of a political commission in Peking, which would replace the one existent in Taiyuenfu, the capital of Shansi. It has also been decided to appoint Yen Shih Shan, Chang Chi, Chow Chin Lun and Sheng Chin as members of the commission. The chairmanship has not been decided as yet.

This commission will exercise its political power over the metropolitan area, the whole province of Chihli, Shansi, Jeho, Suiyuen and Charha.

RADIO CORPORATION.

REPORTS OF SALE UNFOUNDED.

DENIAL FROM PRESIDENT.

[THROUGH REUTER'S AGENCY.]

LONDON, June 4th.

The Chairman of the Radio Corporation of America has telephoned to his London representative declaring that American press reports in regard to negotiations for the sale of the Radio Corporation to an International Telephone and Telegraph Company are unfounded.

JAPAN'S SHIPPING DISPUTE.

NO HOPE HELD OUT OF AGREEMENT.

[THROUGH REUTER'S AGENCY.]

KOBE, June 4th.

Negotiations have been going on between the Shipowners' Association and the Seamen's Union on the question of fixing the minimum wage. It appears, however, that agreement is hopeless.

The Union is not yet ordering a strike, but the seamen aboard Japanese tramp steamers at Kobe, Yokohama and other ports may leave their ships at any time, holding up a large quantity of shipping. N.Y.K. and O.S.K. liners are not affected.

LONG DISTANCE ATTEMPT ENDS.

FORCED DOWN BY WEATHER.

[THROUGH REUTER'S AGENCY.]

CONSTANTINOPLE, June 4th.

M. Arrachart, who was attempting to beat the long distance flying record, has been forced down by bad weather. He has landed at Constantinople.

THE NEW CAPITAL.

(*Wah Tsz Yat Pao.*)

SHANGHAI, June 4th.

There is a great deal of talk as to whether China's capital will be established permanently at Nanking or at the old site Peking.

It is reported that the general opinion held by Kuomintang leaders is that Peking is still a better site for the capital than Nanking.

CHIANG AT NANKING.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, June 4th.

Chiang Kai Shek arrived at Nanking on Sunday evening.

PEKING LEGATIONS.

(*Wah Tsz Yat Pao.*)

SHANGHAI, June 4th.

Following the departure of Marshal Chang Tso Lin, the situation in the capital is normal. The Legation Quarter is no longer under strict martial law and rickshas and other cars are allowed to go in and out of the Legation area.

NANKING POLICY.

[THROUGH REUTER'S AGENCY.]

LONDON, June 4th.

Commenting on Chang's withdrawal from Peking, the *Morning Post* considers that the British policy should be to protect British subjects and interests, and maintain centres of peace and security within the British Settlements.

Britain should shew goodwill to any Government that can establish authority in China.

The *Daily Telegraph* considers that the present is an unique opportunity for the Nanking Government to issue a reassuring manifesto of its intentions and policy regarding a United China (except Manchuria). China, continues the writer, now looks to Nanking as the Central Government.

LATE PRESIDENT'S DEATH.

[THROUGH REUTER'S AGENCY.]

TIENTSIN, June 4th.

The death is announced of the ex-President, Li Yuan Hung, yesterday afternoon.

DUTCH RUBBER SCHEME.

FAMOUS BANKER'S PLAN.

BRITISH AND DUTCH ADVICE.

[THROUGH REUTER'S AGENCY.]

THE HAGUE, June 4th.

The well known Hague banker, Herr Kloppenburg, has drawn up a rubber valorisation scheme which has been forwarded to the London Rubber Growers Association and the International Association of Rubber Cultivation. In view of the fact that the plan would require the taking of identical legislative measures by the British and Dutch Governments, Herr Kloppenburg first sent copies to the British and Dutch Colonial Ministers for unofficial guidance.

The Dutch Colonial Authorities advised him to submit the plan to a committee appointed by the International Association of Rubber Cultivation, while the British recommended the submission of the plan officially through the Rubber Growers Association.

The scheme has now been presented to these bodies with the request that they consult together with regard to measures likely to lead to its practical realisation.

RETIREMENT OF THE SPEAKER.

A PROLONGED REST.

REGRETTED BY ALL PARTIES.

[BRITISH WIRELESS SERVICE.]

RUGBY, June 3rd.

After twenty-eight years of Parliamentary service, the Speaker states that he feels the need for a prolonged rest if he is later to be capable of further work in a quieter sphere. It is understood that his health has not recently been satisfactory enough to enable him to maintain the continuous strain of the Speakership.

Mr. Whitley, who was Liberal member for Halifax, was elected Speaker seven years ago in succession to J. W. Lowther, who is now Lord Ullswater. He has invariably maintained the traditions of impartiality, firmness and courtesy which attach to his office, and his retirement is deeply regretted in all political parties.

3,000-MILE STAGE.

SOUTHERN CROSS' BIG ATTEMPT.

[THROUGH REUTER'S AGENCY.]

HONOLULU, June 4th.

The "Southern Cross" which flew from Honolulu to Kauai, in the Sandwich Islands, successfully yesterday, has left on a 3,000 mile hop from Kauai to Suva, Fiji.

15,000 U.S. STUDENTS.

LONDON HOSTESSES' PLANS TO WELCOME THEM.

Some of the London hostesses who entertain American students who spend their vacation in England met recently to discuss the reception of several hundred students in July.

Viscount Cecil of Chelwood, who received them at the English headquarters of the International Confederation of Students in Endsleigh-street, St. Pancras, W.C., stated that between 10,000 and 15,000 students would visit this country during the summer.

The students come at the invitation of the confederation and are received by students in the countries which they visit. Tours have been arranged for them in France, Belgium, Germany, and Switzerland.

The hostesses are going to invite the students to spend a day at their homes on July 15th, the first Sunday they will be in England.

Lady Kenyon, wife of Sir Frederick Kenyon, Director of the British Museum, said to a *Daily Mail* reporter:

"The students like to be shown the special treasures in the museum by my husband, and they like almost as much to come to an English home. They write very appreciative letters to me afterwards."

WOMAN PILOT'S VENTURE.

'PLANE BOUND FOR LONDON.

ROUT VIA NEWFOUNDLAND.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, June 4th.

Mr. George Putnam, the publisher, has announced that the three-engined Fokker in which Wilmer Stultz flew from Boston to Halifax to-day, is bound for London *vid* Trepassy, Newfoundland.

Stultz will be assisted by an experienced woman pilot, Miss Amelia Earheart of Boston. The aeroplane will be equipped with pontoons.

700,000 FEWER RED INDIANS.

TRIBES THINNED BY CIVILISATION.

DISEASE AND WHISKY.

A dramatic picture of the destructive effects of contact with the white man on the Indian population of North America, from the Mexican frontier up to the shores of the Arctic Ocean, is given by a report of the Smithsonian Institution, at Washington, constituting the summings-up of the late Mr. James Mooney, an eminent expert in the Bureau of American Ethnology.

Not the guns of the white man, but his diseases, proved most potent in thinning the ranks of the red man. Wherever the white pioneer appeared, he brought small-pox. A series of frightful small-pox epidemics were, in Mr. Mooney's opinion, the most potent single factor of destruction. During the white man's colonisation of North America the red man's numbers have dropped, he considered, from about 1,150,000 to 406,000, a high percentage of whom are half-breeds or the descendants of half-breeds.

In 1769 there were 260,000 Indians in California, when the first Christian mission was founded. By 1907, the year of their lowest ebb, there were only 19,000; wholesale massacres by the gold seeking 'Forty-Niners, and widely prevalent infanticide, were among the causes.

In Alaska and the North-West the three chief factors for the Indian decline have been whisky; the destruction of natural food supplies by traders and whalers who, too, shoot for the pot; and diseases introduced by whites. "In the winter of 1878-9," for instance, "some 400 natives of St. Lawrence Island starved to death in consequence of the introduction of a cargo of whisky the preceding summer having caused them to neglect their hunting through continuous drunkenness."

More Apaches.

The wild desert and mountain landscape of Utah and Nevada, untempting to the white pioneer, has protected the Indians of that region more adequately than nature or luck has protected the red man anywhere else in the United States. But even at that their numbers have decreased from 19,300, in 1845, to 11,544 in 1907. In the same time, however, the number of Indians in the States verging on the Atlantic south of Delaware, has diminished by 96 per cent.

The Apaches, whose very name is used by Europeans to designate a real bad fellow of the Paris slums, are, in reality, among the best of Indians. By declining the white's drinks and refusing to join in his dissipations, like the Navapjo, they have managed to keep healthy, to thrive and considerably to increase in numbers.

The Sioux and the Iroquois, too, have more than held their own, partly on account of their having had the luck to get hold of firearms sooner than neighbouring tribes, and, thus equipped, to have subdued them and absorbed their remnants.

SLEEPLY SICKNESS.

VACCINATION SCARE AGAIN RAISED.

GENEVA, Switzerland.

Attention was again called to the possibility of sleepy sickness resulting from vaccination for small-pox in the report of the League Small-pox and Vaccination Commission submitted to the Health Committee at Geneva.

Unable to account for the number of fatal cases of sleepy sickness following vaccination which have occurred recently in Holland, scientists suggest they may be due to some strains of vaccine going wrong.

It will be remembered that a special committee was constituted by the Ministry of Health in England to investgiate the matter early in 1926, while another committee was appointed by the League Health Committee to study the subject at the close of that year.

BIRTHDAY HONOURS LIST.

ELEVEN LOCAL AWARDS.

DECORATIONS FOR FAR EASTERN SERVICES.

THREE NEW PEERAGES.

[THROUGH REUTER'S AGENCY.]

LONDON, June 4th.

The Birthday Honours List contains no surprises and no "popular awards." There are three new Peers, one Privy Councillor, five Baronets and thirty-six Knights.

Sir Alfred Mond is raised to the peerage, suggesting that he is renouncing politics for finance, and similar recognition is awarded to Sir Rowland Blades, last year's Lord Mayor of London and the popular member of Parliament for the Epsom Division, and to Sir James Remnant, a prominent member of the Thames Conservancy Board.

The vacancy in the Order of Merit caused by the death of Mr. Thomas Hardy is filled by a great authority on the Indian languages, Sir George Abraham Grierson, K.C.I.E.

Admiral Sir Henry Oliver, Sir Henry Esme Howard, G.C.M.G., and Generals Sir J. H. Du Cane and Sir George Barrow receive the honour of G.C.B.

The stage is honoured by a Knighthood for Mr. Nigel Playfair and a similar award is made to Mr. Max Pemberton, the author.

The Far Eastern services have not been forgotten, though neither at Hong Kong nor elsewhere in China have any knighthoods been bestowed except to Mr. Herbert Goffe, the British Consul at Hankow. One thing the Colony of Hong Kong will agree upon is that the honours accorded locally have been very well earned.

LOCAL HONOURS.

The honours awarded locally are as follow:—

C.B.E.—Mr. Harold Kennard Holmes.

O.B.E. (Civil Division).—Mr. Robert Sutherland, M.B.E., and Dr. Seen Wan Tso.

M.B.E. (Civil Division).—Captain Adey, Mrs. W. M. Alabaster, Mrs. Remington, Mrs. Russell-Brown and Mrs. Wolfe.

I.S.O.—Mr. P. T. Lamble and Mr. A. J. Reed.

M.B.E. (Military Division).—Subedar Major (retired); Piran Ditta, D.C.M., Hong Kong-Singapore Artillery.

Mr. Holmes was in 1919 appointed Assistant Land Officer and in 1922 Crown Solicitor, which post he has since held.

Mr. Robert Sutherland, of Jardine, Matheson & Co., Ltd., has been prominently associated with movements for the entertainng of the Services in Hong Kong. He is a Past President of the St. Andrew's Society.

Dr. Seen Wan Tso (Dr. S. W. Tso) is a member of the Sanitary Board, of the Board of Education, and of the Court of the University.

Mr. P. T. Lamble, before he retired from the Government in December last after 26 years' service, was Superintendent of Staff and Works in the Sanitary Department.

Mr. Amaro John Reed is accountant in the senior clerical and accounting staff of the General Post Office. He has been accountant since 1899.

HOME AWARDS.

New Peerages.

The Rt. Hon. Sir Alfred M. Mond, P.C., M.P., who is 60 years of age, is head of the Imperial Chemical Industries, Limited, lately Brunner, Mond & Co. For two years he was Minister of Health, prior to which he was First Commissioner of Works for five years. He has been prominent in the new Industrial Peace Movement, and the formation of a big Anglo-American financial combine.

Sir George Rowland Blades, M.P., was a very popular and successful Lord Mayor of London. During his term of office he paid official visits to Paris, Brussels and Rome. Sir Rowland was Senior Sheriff in 1917 and has for many years represented the Epsom Division in Parliament. He is a keen sportsman and still plays a good game of cricket.

Sir James F. Remnant, M.P., formerly a leading barrister, has since 1907 been a prominent worker on the Thames Conservancy Board. He represents the Holborn Division in Parliament.

G.C.M.G.

Sir Charles Thomas Davis has been Permanent Under-Secretary of State for Dominions Affairs, since 1925. Before that he was Assistant Under-Secretary of State for the Colonies.

Order Of Merit.

Sir George Abraham Grierson, K.C.I.E., late of the Indian Civil Service. Sir George served in India from 1873. Recently he made a complete linguistic survey of the Peninsula. He is one of the greatest authorities on Indian languages.

G.C.B.

Admiral Sir Henry Oliver entered the Royal Navy in 1875, and during the War served as Chief of the Admiralty War Staff. Recently he was Commander-in-Chief of the Atlantic Fleet.

General Sir John Philip Du Cane is a former Governor and Commander-in-Chief of Malta since 1927. He joined the Royal Artillery in 1884, served in South Africa and in the European War, being Major-General at General Headquarters in 1915, and later G.O.C. of the British Army of the Rhine.

General Sir George Barrow was Chief of Staff of the China Expeditionary Force sent to the relief of foreigners in China in 1900. He was a Member of the Council of India from 1917 to 1924, and was A.D.C. General to the King in 1911 and 1912.

Sir Esme Howard, G.C.M.G., P.C., has been British Ambassador to Washington since 1924. He was a Member of the British delegation to the Paris Peace Conference of 1919.

K.C.B.

Air-Marshal Sir John Higgins, K.C.M.G., who has been Air Member for Supply and Research of the Air Council since 1928. He served in the South African and European Wars, and from 1924 to 1928 was Commander of the Royal Air Force contingents in Irak.

The Rev. Alfred C. E. Jarvis, who has been Chaplain-General to the Forces since 1925, and Chaplain-in-Ordinary to the Queen since the same date. After eight years of religious work in the Church, he became a Chaplain to the Forces at Woolwich in 1909 since when he has served wholly with the Forces being Principal Chaplain to the Forces in Mesopotamia from 1917 to 1919, during which he was three times mentioned in despatches, and specially promoted.

Privy Councillor.

Mr. Godfrey Locker-Lampson, who has been Under-Secretary of State for Foreign Affairs since September, 1925. Prior to that time he had served in the Foreign Office and Diplomatic Service, and was Under-Secretary of State for the Home Office from 1923 to 1925.

Baronets.

The Right Hon. Edward Mervyn Archdale, P.C., the Irish politician. He has been Minister of Agriculture and Commerce in the Northern Ireland Government since 1925. He has served in Parliament from 1898. In his earlier years, he served with the Royal Navy on the China Station in H.M.S. *Juno*.

Mr. William Walter Carlile, O.B.E., an Alderman of the Bucks County Council, chairman of the Bucks standing joint Committee, chairman of the Magisterial Bench, and County Commissioner for Boy Scouts.

Major William Cope, M.P., Lord Commissioner of the Treasury since 1924. He is largely interested in the Welsh coalfields. He is an old Cambridge rugger Blue, and a Welsh international.

Sir Havilland Walter de Saumarez, Kt., who retired from H.B.M.'s Supreme Court for China in 1921 after sixteen years service. Previously, he was a barrister on the South Eastern circuit at Home and was assistant Judge in H.M.'s Consular Court for Zanzibar, assistant Judge in the Ottoman Dominions, and was Judge of the Supreme Court there in 1903-5. Whilst at Shanghai, he frequently came to Hong Kong to preside at Full Court appeal cases. He is living in retirement at Guernsey.

Mr. Robert Williams, the Managing Director of the Tanganyiki Concessions, Ltd.

Knight Of The Thistle.

The Marquis of Linlithgow, who was Civil Lord of the Admiralty in 1923 to 1924, and Chairman of the Royal Commission on Indian Agriculture in 1926. Among his many public offices, he has been President of the Navy League.

Knights.

Captain George Hubert Wilkins, the famous Polar explorer, who has recently flown over the North Pole.

Professor William Arthur Craigie, joint-editor of the Oxford English Dictionary from 1921, which has just been completed, and also Professor of English at the University of Chicago. He is a well-known authority on English books on these subjects.

(*Continued on Page 8.*)

THE CRICKET INTERPORT.

HONG KONG'S FUNGSHUI WAS INAUSPICIOUS.

SOME PREVIOUSLY UNRECORDED INCIDENTS.

THE MATCH AGAINST THE SERVICES.

A detailed account of the match between Hong Kong and Shanghai appeared in the *Daily Press* yesterday morning. The Hong Kong team returned by the *Empress of Canada* yesterday afternoon and our correspondent discussing the game remarked. "In the last innings Shanghai were aided by wind and wicket. One might almost say that Hong Kong's "fungshui" was inauspicious. They were too much for us, but it was a fine sporting game and that's all that matters. That Shanghai won instead of Hong Kong is of secondary importance. They were—taking it all round—a better team than we, especially in bowling since their attack was considerably more varied than ours. We had to rely too much on Erskine and Musson. If it was any one individual's match it was Dr. O'Hara's. On the first day he got 19 not out and then bowled 21 overs (14 maidens) for 16 runs and 3 wickets; on the second he bowled 14 more overs and then helped himself to 96 in just over 2 hours, and on the third he bowled 12 overs for 11 runs—a wonderful feat for a man of nearly 50 and one of the Doctor's weight and build.

Two small incidents, the one amazing, the other curious, are left to be recorded. During his 80 Donald Leach hit one hard to leg and all along the carpet. On its way to the boundary the ball surprised an unsuspecting sparrow which was too much interested in its own affairs to bother about the cricket.

The second occurred in connection with the running out of Divecha. There was an easy run for the ball had gone past Sayer. Melsome called and ran, but Divecha hesitated. It is whispered that under the uncontrollable impulse of the moment the umpire muttered at Divecha "Run, you little devil."

One other episode. We were considerably braced on the way up to Shanghai to find that we had on board a wizard left-hand bowler, qualified to play for Hong Kong, whom we named Woolley. She would probably have been included in the side instead of Erskine, whom she bowled at the nets, but unfortunately it was then discovered owing to her pronunciation of "Foch" (a regular Shibboleth) that her birth-place was not in Kent but somewhere across the North Sea. This deception was fatal to her chances.

UNITED SERVICES MATCH.

THE PADRE TO THE RESCUE.

A DISAPPOINTING GAME.

After a day's rest (!) on Wednesday," our team started battle on Thursday with the Shanghai United Services XI. captained by Major J. H. D. Sheppard. Ramsay stood down in favour of Thorp. The strong southerly wind had given way to a fitful breeze from the East with grey skies and drizzling rain, but the wicket was not affected and on winning the toss Hancock decided to bat, sending in Tom Hayward and Fincher to face Freshwater and Melsome.

Our start was disastrous as in his second over Melsome got Hayward and Quick taken in the slips off successive balls (2 for 5), and at 17 Fincher made a half hearted shot and returned the ball tamely into Freshwater's hands. Harry Owen Hughes helped to add 19 in quick time before edging one from Casswell into the slips, and Thorp and Musson put on a few more, but with six out for 65 things looked desperate.

It was not until our skipper joined Sayer that the rot was stopped. Sayer opened very cautiously with 14 singles in his first 15 scoring shots but played very sound cricket. "Dick" was lucky as he was let off 3 times, but the wet ball must have been pretty difficult to hold. The pair together put on 69 in an hour (129 for 7), and though Erskine and Reynolds failed (the latter had a touch of flu' on him) Jex then came to the rescue and kept his wicket up most manfully while Sayer did the scoring. They actually added 70 for the last wicket in 40 minutes which was pretty good going, and Sayer had reached 97 when one from Freshwater popped up awkwardly at Jex, hit his glove and glanced off into the slips where it was taken at the second attempt. It was hard luck on both batsmen.

Sayer's Fine Innings.

Sayer's was a sterling knock: his 97 (not out) included two fine straight drives for 6 and nine fours, one of which through the covers at about 100 m.p.h. was the finest shot of the whole week. He did not give a real chance until 92 when he skied one from Freshwater which the bowler should have taken. The latter bowled very steadily and well, but the main burden of the attack was borne by Melsome who during the innings sent down 35 overs for 97 runs and 5 wickets. He was not so effective as in the Interport proper especially after tiffin when the ball was difficult to hold, but his first few overs were deadly and he kept the batsmen mostly on the defensive all the time.

The Services had 1 hour and 2 minutes' batting before the close of play and in that time they lost only two wickets for 96. In Erskine's first over Fitzherbert was badly missed by Musson at 3rd slip, and thereafter nothing would go right. At 30 Thorp came on in place of Erskine and soon got rid of both Bayldon and Fitzherbert, but Coldwell and Quinn then played out time, the latter making some excellent shots.

Friday's Play.

On Friday morning this pair added another 30 before Erskine got a good one past Coldwell and enough Quin soon went and Hincheliffe didn't last long (it was a fine low catch by Hancock that got rid of him) Melsome and Casswell then added 50 in 35 minutes and passed our total. For this we had only ourselves to blame as Casswell was badly dropped twice, each time at the expense of Thorp who was again bowling quite well. At tiffin the score was 260 for 8, but in the 40 minutes afterwards Johnson, Moffatt and Freshwater hit our tired bowling all over the field and added 99 to the score. Moffatt was missed early on by Hayward—a skied mishit which our mid off would have taken 19 times out of 20. The innings finally closed for 359 which gave the Services a lead of 154. In that total Quin's innings was outstanding. He made his runs in 65 minutes—fine aggressive cricket—and his 70 included eight 4s and four 6s. Melsome hit two sixes, one a tremendous crack on the leg side plumb into the band stand. Against our missed catches we had two jolly good ones held, the first by Fincher in the deep who judged a big hit very nicely and the second by Thorp, a skier and curler behind mid-on for which he had to run about 25 yards. Thorp was also our most successful bowler getting 4 wickets for 72 (at one time he had 4 for 29) and he was unlucky in having Casswell twice dropped off him. Quick on Friday morning also did well, sending down 10 overs for 32 runs and 3 wickets, but his other 9 overs were rather expensive.

Saving Defeat.

At 2.30 p.m. we went in again with no chance of doing anything except save the innings defeat. It is hard to understand why Sheppard did not declare at tiffin time when the Services were over 50 ahead. He would probably have had a better chance by so doing of forcing a win. As it was, thanks to our Padre, we saved the game pretty easily. We had 2 down for 10—Hayward caught at the wicket and Fincher l.b.w., a doubtful decision. The next wicket however added 56, Quick and Musson both playing very steadily, and with Thorp, Sayer and our skipper all getting well into double figures we had amassed 201 for seven when time came and the game was left drawn. The Padre's 78 was simply invaluable: had he failed the worst might well have happened. Freshwater again bowled exceedingly well getting 3 for 21 in 17 overs. It was on the whole rather a disappointing game, but the truth is that the 3 strenuous days of the Interport and the Shanghai hospitality had rather worn out our team. Thorp furthermore had only recovered from a go of flu' and Reynolds was just getting one, while Musson actually had his coffin with him. The coffin fortunately was not needed through the lid was usually off.

L. EVERET.

A HAT-TRICK?

MISS EILEEN BENNETT'S SUCCESSES.

LAWN TENNIS FINALS.

[THROUGH REUTER'S AGENCY.]

PARIS, June 3rd.

Miss Eileen Bennett, the British lady tennis player, who is already a winner of the Mixed Doubles and Women's Doubles in the French Hardcourts Championships at Auteuil, became a triple finalist to-day, by reaching the final of the Women's Singles.

Miss Bennett, in the semi-final eliminated the holder Mademoiselle Boumam (Holland) in straight sets, though the second was hotly contested. Miss Bennett took the first at 6-2 comfortably enough, and the second at 8-6.

Miss Helen Wills (U.S.A.) meets Miss Bennett in the final. Miss Wills to-day defeated Miss Hardie (Britain) easily 6-1, 6-1.

The semi-finals of the Men's Singles resulted in the defeat of Borotra and Hawkes, the final to-morrow being all French.

In the first semi-final, H. Cochet beat Borotra, 6-3, 2-6, 7-5, 6-4.

In the second, R. Lacoste beat Hawkes (Australia), 6-2, 6-4, 6-4.

The full score was as follows:—

Hong Kong—1st Innings.

A. W. Hayward, c Freshwater, b Melsome	4
E. C. Fincher, c and b Freshwater	2
Rev. E. K. Quick, c Freshwater, b Melsome	0
H. Owen-Hughes, c Freshwater, b Casswell	19
Lieut. A. H. Musson, b Moffatt	23
Capt. N. A. Thorp, c Shepperd, b Casswell	9
G. R. Sayer, not out	97
H. R. B. Hancock, c Quin, b Melsome	27
Capt. I. Erskine, c Moffatt, b Melsome	0
Capt. A. R. Reynolds, c Moffatt, b Melsome	2
S. Jex, c Casswell, b Freshwater	11
Byes—4; Leg-byes—3; No balls—4	11
Total	205

BOWLING ANALYSIS.

	O.	M.	R.	W.
Freshwater	16.1	4	44	2
Melsome	35	9	97	5
Casswell	14	3	48	2
Moffatt	5	2	5	1

Lieut. Melsome Bowled 3 and Sergt. Freshwater 1—No-ball.

Fall of the Wickets: 1/5, 2/5, 3/17, 4/32, 5/44, 6/65, 7/129, 8/129, 9/135, 10/205.

United Services—1st Innings.

Mid. E. C. Bayldon, b Thorp	23
Major E. H. Fitzherbert, c Quick, b Thorp	14
Capt. S. E. V. Quin, l.b.w., b Thorp	70
Major W. Coldwell, b Erskine	22
Comdr. A. H. S. Casswell, c Fincher, b Quick	36
Capt. J. W. Hincheliffe, c Hancock, b Thorp	6
Lieut. G. R. Melsome, c Thorp, b Quick	37
Major J. H. D. Shepperd, b Quick	20
Capt. A. A. Johnson, b Erskine	28
Lieut. Moffatt, c Owen-Hughes, b Musson	58
Sergt. Freshwater, not out	32
Byes—8; Leg-byes—4, No-ball—1	13
Total	359

BOWLING ANALYSIS.

	O.	M.	R.	W.
Erskine	25	6	91	2
Musson	16.3	2	56	1
E. K. Quick	19	1	88	3
Thorp	19	2	72	4
Reynolds	2	0	8	0
H. Owen-Hughes	6	0	31	0

Erskine Bowled 1—No-ball.

Fall of the Wickets: 1/36, 2/54, 3/126, 4/149, 5/161, 6/211, 7/223, 8/231, 9/295, 10/359.

Hong Kong—2nd Innings.

A. W. Hayward, c Hincheliffe, b Freshwater	1
E. C. Fincher, l.b.w., b Freshwater	8
Rev. E. K. Quick, b Melsome	73
Lieut. A. H. Musson, c and b Quin	29
H. Owen-Hughes, l.b.w., b Freshwater	9
Capt. N. A. Thorp, c Fitzherbert, b Melsome	18
G. R. Sayer, c Freshwater, b Quin	21
H. R. B. Hancock, not out	16
Capt. Reynolds, Capt. Erskine and S. Jex, did not bat.	
Byes—13; Leg-byes—3; No-balls—5	21
Total (for 7 wkts.)	207

BOWLING ANALYSIS.

	O.	M.	R.	W.
Freshwater	17	9	21	3
Melsome	19.3	3	51	3
Casswell	6	0	38	0
Moffatt	6	1	18	0
Quin	10	0	40	3
Bayldon	1	0	9	0
Fitzherbert	1	0	3	0

Melsome Bowled 3 and Freshwater 2—No balls.

Fall of the Wickets: 1/3, 2/10, 3/60, 4/85, 5/130, 6/172, 7/201.

GOLF NOTES.

[By R.H.H.]

It would have been rather more than anyone could reasonably expect that courses should be quite at their best over the week-end. However, considering the amount of rain which had fallen during the week, and the amount of top dressing on some of the fairways, the Old Course was playing surprisingly well. There certainly was a fair amount of standing water about in different parts, and the 9th, 11th, 13th and 15th fairways were all very heavy and made the playing of any shot, especially a bad one, very hard work. Apart from that one really could not find many faults with the course, which is an amazing tribute when one considers that at the same time the New Course was under water and out of play.

* * *

It is a surprising thing that more golfers do not go out to Fanling these days. It has so many advantages and so little against it. To begin with, the course is always empty. That, put forward as a reason why more players should go out, seems a complete Irishism, but one could have another dozen couples on the course above the usual *habitués*, and still not notice the difference. Then, also, it is beautifully cool out there, and the course shows no signs of becoming muddy, but is firm and easy-paced. Last and far from least, the weather over week-ends seems to be especially kind, and several times when it has been raining most of the day in Hong Kong, it has been perfectly fine at Fanling. Yet with all the advantages there are only about half a dozen couples who know their luck.

* * *

Thanks to wet and dry seasons, a golf course changes its individuality entirely at different periods of the year. A month or two ago and one could, I do not say did, reach holes like the 6th and the 17th with one's second, and not always a full shot at that. There may be giants who can do this still, but the average player barely even considers it. On the other hand the short holes, whose greens not so long ago were fiery terrors on which shots seemed as if they would never stop, are now entirely different. One can stand up on the tee now and play firmly for the pin, knowing perfectly well that if the shot is well struck it will knock a hole in the green and stop within three or four feet. It may be a comforting sight to see a tee shot running on right up to the hole, but it cannot compare with the shot which is on the pin the whole way and pitches dead and stays there. The holes which alter their character least under changed weather conditions are the drive and pitch variety. Driving, unless one is playing into a hillside, is not very appreciably shorter and is certainly better controlled in wet weather, so that it is in the second shot that most of the difference lies.

* * *

It would be difficult to say definitely whether a course is easier under wet or dry conditions. It depends a good deal on the nature of the soil over which the course is made. Heavy clayey land can become absolutely unplayable after a week's rain, while some light sandy soils seem capable of absorbing an almost unlimited amount of moisture without appearing much the worse for it. Fanling comes under neither of these headings, or at least has not done so up to date. In fact, the rain at Fanling does not seem to have had much effect upon the state of the actual soil, it is still firm and pretty hard underfoot. The wet has brought up a thick new growth of grass all over the fairways and greens, and occasionally the ball settles rather deep and close into this, while, of course, thick wet grass will always stop the low hit shot which would otherwise run on more or less for ever.

Actually probably more really sensationally low scores are done in dry weather, merely because there are days when putts will go down on any sort of green, while on a baked course shots travel far enough to make quite a lot of holes rather ridiculous. But even if record breaking scores are made on hard courses, it is quite probable that a wet course would win on a question of general averages.

* * *

Unless my memory plays me very false, the Governor of North Borneo, John Humphreys, who appears in the Birthday Honours List as C.M.G., is that very fine golfer who was staying out at Fanling at the beginning of the year, about the time of the Interport Matches. Congratulations to him.

BIRTHDAY HONOURS.

(Continued from Page 7).

Mr. Archibald Hurd, who has been on the editorial staff of the *Daily Telegraph* since 1890. He was engaged to collaborate in writing the Official History of the Merchant Navy in the War, under the auspices of the Committee of Imperial Defence. Most of his writings have concerned Naval and mercantile marine matters.

Mr. Max Pemberton, the well-known author of many books since 1891. He was editor of Cassell's Magazine for ten years and has latterly written numbers of revues and plays.

Mr. Nigel Playfair, the well-known actor-manager of the Lyric Theatre. He began his stage work with the O.U.D.S., and was subsequently a colleague of most of our leading players.

Mr. Percy Graham Mackinnon, the chairman of Lloyd's in 1925 and 1927. He is still a member of the Committee of Lloyd's Register of Shipping, and was one time chairman of the Salvage Association.

Mr. John Sandeman.

Mr. Allen Victor Raphael.

Harari (Victor) Pasha, C.M.G., who was the late Director-General of Accounts in the Egyptian Ministry of Finance.

Mr. John Buck Lloyd, the Financial Director of the Anglo-Persian Oil Company.

Mr. Benjamin Howell Morgan, F.R.G.S., the well-known Empire Trade expert. He was Chief Technical Adviser to the Ministry of National Service in 1918, and was a member of the Imperial Conference Advisory Committee on Crown Colonies in 1923. He has previously served as Trade Commissioner to South Africa, Australia, New Zealand and Canada at various times.

Mr. Gualterus Stewart Schneider, who has been Senior Puisne Judge in the Supreme Court of Ceylon since 1922. He first went to Ceylon in 1898, and later acted temporarily as Solicitor-General and Attorney-General.

C.B.

Mr. Charles Patrick Duff, Private Secretary to Mr. Stanley Baldwin.

Army And Flying Corps Awards.

Among other decorations bestowed is the Air Force Cross on Flight-Lieutenant Greig, who was recently appointed to the command of the high speed experiment section of the R.A.F., and who will command the next British Schneider Cup team; the Military Cross on Captain Christopher Ronald Spear, of the 5th/13th Frontier Force Rifles of the Indian Army, in recognition of gallant and distonguished service in China in March, 1927.

FAR EASTERN HONOURS.

Other Eastern honours in addition to those bestowed in Hong Kong are as follows:—

C.M.G.

Mr. Reginald Johnston, Commissioner at Weihaiwei. Mr. Johnston was formerly a cadet in the Hong Kong Government service and Private Secretary to the Governor from 1900 to 1902. He became Assistant Colonial Secretary in 1904, and the same year he was appointed Secretary to the Weihaiwei Government, being made District Officer and Magistrate in 1906. In 1917, he was given the degree of LL.D. by the Hong Kong University. Administered the Weihaiwei Government in 1917-18 and in the following year he was appointed in the invitation of the Peking Government as tutor to the boy ex-Emperor Hsuan Tung.

Mr. H. J. Brett.—Is at present acting Commercial Counsellor at Shanghai.

Mr. Lancelot Giles, Consul at Swatow.—His first consular appointment was in 1899, and he has served as Consul at Tengyueh and Changsha. Holds the China Medal and clasp for taking part in the defence of the Peking Legation in the Boxer Rising.

Mr. John Humphreys.—Has been Governor of British North Borneo since 1926. Entered the Colonial Service in 1905, and has served in Malacca, Dingdins, Johore, Trengganu and Kedah.

K.B.E.

Major-General C. C. van Straubenzee.—General Officer Commanding the Troops in Malaya. In the Great War, he was mentioned four times in despatches.

Mr. Josiah Crosby.—Has been Consul-General at Batavia since 1927 and has served in Siam and Indo-China.

Mr. Herbert Goffe.—Has been Consul at Hankow since 1920 and has served in Chemulpo (Korea), Chengtu, Wuhu, Nanking, Yunnanfu and Tientsin.

Mr. William Peel, the Chief Secretary to the F.M.S. Government since 1926 has been in the Malaya Civil Service since 1897.

O.B.E.

Viscount Gort, V.C., who was Chief to Staff to General Sir John Duncan, Commander-in-Chief of the Shanghai Defence Force.

Colonel Howard Ensor, B.A.M.C. —Entered the Army in 1899, served in South Africa, Egypt and the Great War, in which he was mentioned six times in despatches. Has been in charge of the medical unit of the Shanghai Force.

Mr. Charles Fortescue Garstin.—In on the British consular staff at Shanghai, with rank of Consul.

(Continued on next Column).

ECZEMA SPREAD ON BABY'S FACE

Was In an Awful State. Cuticura Healed.

"Eczema broke out on my little boy's forehead in small, sore eruptions. It gradually spread down both sides of his face. The eruptions festered and the irritation was so great that he was always scratching. He scarcely got any sleep, and his face was in an awful state.

"I read an advertisement for Cuticura Soap and Ointment and sent for a sample. It worked wonders for him and I could see a great difference in a couple of days. I purchased more, and he was healed." (Signed) Mrs. Cluney, 27, Earl St., Skerton, Lancs., Eng.

Use Cuticura to heal skin troubles.

Soap and Ointment sold throughout the world. For samples each free, address: F. Newbery & Sons, Ltd., 27, Charter Hse., London, E.C.1. Also for mail orders with price.

Try the Cuticura Shaving Stick.

CHILDHOOD OF PRINCESS LOUISE.

"IT WAS DEPLORABLE: I SUFFERED."

Remarkable sidelights on her childhood were thrown by Princess Louise, Duchess of Argyll, in an impromptu speech at the meeting of the Church of England Waifs and Strays Society at Westminster.

"Luckily," she said, "the habit of moulding all children to the same pattern has gone out of fashion. It was deplorable.

"I know, because I suffered from it. Nowadays, individuality and one's own capabilities are recognised."

Princess Louise, who is eighty years of age, is a daughter of Queen Victoria. She married the ninth Duke of Argyll in 1871.

Lady Caroline Barrington was governess to Queen Victoria's children from 1851 until her death in 1875.

"To the royal governess," according to Sir Sidney Lee's biography of Queen Victoria, "was entrusted complete control of the nursery establishment."

"SELLING" MASS INSURANCE.

BRITISH PLANS TO MEET U.S. RIVAL.

Victory in the fight between American and British insurance offices for the "mass" insurance of British workers is likely to be determined by what the Americans call "salesmanship."

The American insurance company which has opened an office in London for the express purpose of developing group or "mass" insurance of British workers believes that it will be able to beat the British companies by its greater experience in this particular kind of insurance and its methods of salesmanship.

The British companies retort that they are fully as able to "sell" group insurance as their American rival, and it is understood that they are developing schemes by which they hope to prove it.

Britain Under-Insured.

Mr. A. P. Cawley, a Fellow of the Incorporated Sales Managers' Association and an expert in salesmanship, points out that although insurance companies talk about satisfactory increases in life insurance business, the total new business effected annually in Great Britain does not average more than £250,000,000, compared with the American total of £3,000,000,000 per annum. He adds:

Why does America show such an enormous lead in this matter? The answer was given by Sir Alfred Mond when contrasting trade results generally—"Salesmanship must become what it is in America—an art. In Great Britain we don't sell, we wait for somebody to buy." That, in a nutshell, is the explanation. The insurance offices of Great Britain do not devote sufficient attention to the training of their field staffs.

O.B.E.

Lady Barton.—Is the wife of the British Consul-General at Shanghai. The honour is conferred for valuable service for the welfare of the Shanghai Defence Force.

Mr. James Lyon Brown.—For valuable services in connection with the Volunteer Corps at Hankow.

Mr. Norman Lush Sparke.—In recognition of services in the Shanghai Defence Force.

Mrs. E. P. Manasseh and Mrs. P. Sproule.—For charities in the Straits Settlements.

Mr. Stephen Silva Nanayakkarage.—Is a J.P. in Ceylon. The decoration is for public charitable services.

Major James Parry Swettenham, the commander of the Selangor Volunteer Corps.

M.B.E.

Miss Murial Edith Miskin.—Principal of the Deaf and Blind School at Mount Lavinia, near Colombo.

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LIMITED.

FROM LEITH, MIDDLESBRO', ANTWERP, LONDON & STRAITS.

The Steamship "BENLOMOND."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves, Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst., will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 25th inst., or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 9th instant, at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD. Agents.

Hong Kong, 4th June, 1928. [6336

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD. AND CHINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM UNITED KINGDOM VIA SINGAPORE.

CONSIGNEES per Co.'s Steamer "HECTOR" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 2nd June.

Optional Cargo will not be landed here, unless Notice has been given prior to Steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th June, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 22nd June, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

1st June, 1928. [6334

BRITISH INDIA S.S. CO., LTD.

FROM CALCUTTA, RANGOON, PENANG AND SINGAPORE.

THE Steamship "TILAWA" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where Delivery may be obtained as soon as Goods are landed.

Goods not cleared by 6th June, 1928, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. Goddard and Douglas, at 10 A.M., Mondays and Thursdays.

All Claims must be presented within Ten days of the Steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

A Protest has been noted by the Master.

MACKINNON, MACKENZIE & CO.

Hong Kong, 30th May, 1928. [6324

BRITISH INDIA S.S. CO., LTD.

FROM KOBE & MOJI.

THE Steamship "TAKLIWA" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where Delivery may be obtained as soon as the Goods are landed.

Goods not cleared by 9th June, 1928, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. Goddard and Douglas, at 10 a.m., Mondays and Thursdays.

All Claims must be presented within Ten days of the Steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

MACKINNON, MACKENZIE & CO.

Hong Kong, 2nd June, 1928. [6335.

HELEN WILLS WINS.

MISS BENNETT OUTCLASSED.

[THROUGH REUTER'S AGENCY.]

PARIS, June 4th.

In the French Hard Court Championship Final of the Women's Singles Miss Helen Wills beat Miss Eileen Bennett, 6-1, 6-2.

DERBY SCRATCHING.

[THROUGH REUTER'S AGENCY.]

LONDON, June 4th.

The latest Derby scratching is Heirloom at 9 a.m. to-day.

"Why, my dear, I've crossed nineteen times and I travel only on President Liners. You hardly know you are at sea, they are so steady."

Weekly Trans-Pacific Service

To San Francisco and Los Angeles
The Sunshine Belt via Honolulu
Fortnightly sailings on Tuesdays

Pres. Cleveland..Tues., June 5, 10 a.m.
Pres. Pierce.....Tues., June 19th
Pres. Taft.....Tues., July 3rd
Pres. Jefferson..Tues., July 17th

To Seattle and Victoria
The Short, Straight Route to America
Fortnightly sailings on Wednesdays

Pres. Madison ...Tues., June 12th
Pres. Jackson ..Tues., June 26th
Pres. McKinley ..Tues., July 10th
Pres. Grant .....Tues., July 24th

£120, £112 Special through rates to Europe via United States. Direct connections with all Atlantic lines. Choice of rail lines across United States and Canada, liberal stop-over privileges for sight-seeing.

Europe and New York Direct

ROUND THE WORLD

Fortnightly sailings on Sunday via Manila, Straits, Colombo, Suez Canal, Alexandria Naples, Genoa, Marseilles, New York and Boston.

Pres. Hayes ...Sun., June 17, 8 a.m. Pres. Garfield ..Sun., July 29, 8 a.m.
Pres. Polk .....Sun., July 1, 8 a.m. Pres. Harrison..Sun., Aug. 12, 8 a.m.
Pres. Adam .. Sun., July 15, 8 a.m. Pres. Monroe ...Sun., Aug. 26, 8 a.m.

To Manila

Pres. Madison .. June 5th, 6 p.m. Pres. Taft .....June 23rd, 6 p.m.
Pres. Pierce.....June 9th, 6 p.m. Pres. McKinley ..July 3rd 6 p.m.
Pres. Jackson ..June 19th, 6 p.m. Pres. Jefferson .. July 7th, 6 p.m.

For Bookings, Passenger and Freight Information apply to
Hong Kong and Shanghai Bank Building, Ground Floor
Telephone Central 2477, 2478 and 795
Cable Address "Dollar".

American Mail Line
and
Dollar Steamship Line

CANTON BRANCH:—304, Ka Nsam Tong Building.

THE EAST ASIATIC CO., LTD.

COPENHAGEN.

The M.S. "MALAYA"
loading on or about
13th June
For
PORT SAID, MARSEILLES, LE HAVRE, ROTTERDAM, AMSTERDAM, HAMBURG, COPENHAGEN SCANDINAVIAN & BALTIC PORTS.

OTHER SAILINGS:—	Shanghai, etc.	Continent.
M.S. "Peru" ...	6th June	11th July
M.S. "Siam" ...	10th June	21st July
M.S. "Danmark" ...	16th July	21st August

Optional Bills of Lading issued to United Kingdom Ports.

For further particulars, please apply to:—

JOHN MANNERS & CO., LTD.
Telephone C. 4072. Agents. 14

N.Y.K. Special Summer Excursion Tickets.

Far Eastern residents and those who have come thus far from home should not miss the opportunity of taking a trip to Japan, as the N.Y.K. are offering Special Reduced Round-trip Rates as follows:—

From HONG KONG to SHANGHAI and Return H.K. $120.00
" " " NAGASAKI " " 165.00
" " " KOBE " " 210.00
" " " YOKOHAMA " " 235.00

Validity of Tickets.—3 Months.
Period of Issue:—From 11TH JUNE to 21ST SEPTEMBER.
For Further Information Please Apply to
NIPPON YUSEN KAISHA,
HONG KONG, No. 8, CONNAUGHT ROAD CENTRAL. PHONE C. 292.

NEW CAREER FOR BRITISH YOUTHS.

HOTEL MANAGEMENT.

NEED FOR TRAINING.

The reluctance of British youths to go to the Continent to learn the hotel business was deprecated at the annual meeting of the Hotel and Restaurant Association at the Savoy Hotel, London, on May 4th.

Lord Bessborough, who presided, emphasised the importance of the hotel industry. "After all, are we not the nation's hosts?" he asked.

Sir Francis Towle, managing director of the Gordon Hotels, urging the necessity of British youths learning the business on the Continent, said: "If we are to exclude foreigners from our industry in Great Britain we must teach our own people to do the business properly."

Major Isadore Salmon, managing director of J. Lyons & Co., said that to young men must acquire the Continental atmosphere.

Mr. C. W. Irons, of the Ministry of Labour, said that department was doing all it could to facilitate the exchange of British and Continental boys to learn the hotel business.

More English People Travelling.

The first national conference of representatives of the hotel and restaurant industry in England followed the luncheon.

Mr. G. Reeves Smith (managing director of the Savoy Hotel Company), discussing the training of British youths for the hotel industry, said that there would be a lack of patriotism and enterprise if such an important industry did not make a serious effort to train British youths. He was glad to learn that the L.C.C. Technical College for cooks and waiters in Vincent Square was to be enlarged.

Sir Francis Towle said that the amount of money spent by travellers was an important factor in the invisible exports of every country. In Great Britain, where invisible exports played so large a part in financial stability, it was the duty of everyone connected with the industry to develop it and make it attractive to travellers of all nationalities.

Major Salmon said that, although we were still the greatest stay-at-home nation in the world, the lure of eating out was increasing. More English people were travelling, and the restaurant and hotel habit was growing perceptibly. Discussing the best medium of advertising, he said: "Newspaper advertising for hotels and restaurants stands out alone, since it permits of immediate appeals and instant results."

A Manchester School For Cooks.

Mr. Henry Clark, chairman of the Hotel York and Berners Hotel, defended the English country hotels, which, he said, had been grossly libelled. The country hotel could not afford many modern improvements, but the clever hotelier provided good management without them. Everywhere country hotels were being improved.

Mr. Reeves Smith announced that the Manchester Education Authority were going to open a school for hotel and restaurant cooks.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, June 4th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer..	29.68	29.73	29.73
Temperature	79	73	77
Humidity ...	87	97	77
Wind—			
Direction	East.	ENE	ENE
Force ...	2	4	3
Weather ...	C	OD	O
Rain	0.06	0.10	0.04

Highest open-air Temperature, 3rd: 80
Lowest open-air Temperature, 4th: 73

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

HONG KONG TIDE TABLE.

From June 5th to 11th, 1928.

Days of Week	Date of Month	High Water: Hong Kong Standard Time.	Height.	Low Water: Hong Kong Standard Time.	Height.
		h. m.	ft. in.	h. m.	ft. in.
Mon.	5	m 9 34	7 3	m 3 20	3 2
				5 21 a	0 7
Tues.	6	m 0 29	3 9	m 3 59	3 4
		m10 6	7 4	6 3 a	0 7
Wed.	7	m 1 23	3 7	m 3 55	3 5
		m10 42	7 4	6 52 a	0 8
Thur.	8	m 2 24	3 7	m 4 12	3 6
		m11 23	7 2	7 46 a	0 9
Fri.	9	m 3 20	3 7	m 4 42	3 7
		0 9 a	6 8	8 43 a	1 1
Sat.	10	m 4 29	3 9	m 5 43	3 8
		1 18 a	6 4	9 39 a	1 3
Sun.	11	m 5 6	4 1	m 7 30	4 0
		2 40 a	5 9	10 31 a	1 6

WINDJAMMER'S 96 DAYS' RACE.

WINNER ARRIVES AT FALMOUTH.

LONDON, May 2nd.

The Finnish four-mast ship *Herzogin Cecilie*, which has been taking part in an ocean race from Australia to Falmouth with the Finnish four-mast ship *Beatrice*, arrived at Falmouth last Tuesday, having accomplished the passage in 96 days.

The *Herzogin Cecilie*, a magnificent vessel, and commanded by Capt. Decloux, anchored in Falmouth Bay about five miles from the shore, but, unfortunately, a heavy south-easterly wind and a nasty sea made it impossible for anyone to approach the vessel or to get on board.

Soon after she anchored the vessel received orders to proceed to Cardiff to discharge her cargo of grain. The tug *Lynch* left Falmouth about 7 o'clock to tow the *Herzogin Cecilie* to sea.

Excited Captain.

It so happened that while the ship was sailing into Falmouth Bay a Falmouth boatman named Mr. William Tonkin was able to get on board; he had seized the opportunity of taking his motor boat on the lee side of the ship. He found the captain in a state of great excitement and very happy at his performance. He told Mr. Tonkin that when the skipper of the *Beatrice* challenged him to race to Falmouth he gladly accepted, because he felt that his ship was the better of the two. When he raced home on the last occasion, which was about 12 or 18 months ago, he made the passage from Australia to Queenstown in about 85 days.

On reaching Falmouth he was not surprised to hear that he had won. His crew had worked splendidly and had taken up the race most enthusiastically. The reason he did not beat his previous record was on account of calm winds, but he was satisfied with the performance of the ship during the present voyage and also of the work of the officers and crew.

He had not seen the *Beatrice* since he left Australia, and had not heard any news about her. It is felt at Falmouth that if the *Beatrice* is close at hand the easterly wind may drive her to Queenstown.

Former German Vessel.

The *Herzogin Cecilie*, which was formerly a German vessel, and which was in Chile during the war, had to beat some distance up the English Channel, and it was with difficulty that she was able to make her way into Falmouth Bay owing to the contrary wind. The vessel carries 51,409 bags of wheat and the *Beatrice* 37,015 bags. The *Herzogin Cecilie* is the first ship to reach England with this season's grain.

(*Continued on next Column*).

A THIEVES' NEST.

VAGABOND SAILORS OF ANTWERP.

BRUSSELS.

It is not to the credit of Antwerp that the captain of every vessel entering the port is given a notice printed in five languages warning him to keep all cabins securely locked during his stay there.

The fact is that the port is a nest of cosmopolitan cut-throats and thieves, and the Belgian Sailors' Union has started a campaign for the strengthening of the law so that these very undesirable characters may be cleared out and kept out of the country.

As things are at present a sailor of any nationality who is paid off or who deserts his ship at Antwerp, or any other Belgian port, cannot be expelled the country. Some of them may be and are conducted to the frontier by the police, but they are back at the docks before their escort. What little money they have is quickly dissipated or stolen from them, and thereafter they live by crime.

Under the guidance of the general secretary of the Sailors' Union and with discreet police protection a few journalists have been able to see things as they really are. Specimens of every nation on earth were seen in their own particular haunts screaming, cursing, fighting, singing, and drinking.

Alleyway Ambushes.

Mixed with them were the known hawks of the port searching for their prey—the honest sailor with a more or less fat purse, having a "good time" on shore. A dose of dope in his beer is easily managed and a few hours later he will come round in some deserted corner, his papers, money, and half his clothes gone.

"Beachcombers" in groups of three and four were seen hiding in dark alleyways waiting for likely victims to pass. Attacking a man suddenly from behind they require but a few moments to relieve him of his money and valuables. To resist means a knife in the back or being flung into the Scheldt.

The *Beatrice* left Port Lincoln six hours in advance of the winner, but, the captains agreed not to make full sail until both vessels were level. Each ship has 25 cadets on board. It will be recalled that before the vessel left Australia a girl stowaway was discovered in the *Herzogin Cecilie*. The girl was found dressed in a man's clothes. It was stated at the time that she had become friendly with one of the officers a year ago when he was on Christmas leave at Port Lincoln, and when she heard that the ship was again visiting Port Lincoln she endeavoured to disguise herself and to join the crew, but the secret leaked out at the last minute.

Of course, had she managed to stow away, she would have had to be landed at the nearest place, and the race would have been spoiled.

DODWELL & CO., LTD.

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FOR NEW YORK & BOSTON via SUEZ.

"GREYSTOKE CASTLE" ... ... Sails on/or about 28th June

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE for BRINDISI, VENICE AND TRIESTE (FIUME). TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES.

BRINDISI, VENICE & TRIESTE ... £72.10.0.
LONDON ... ... £80. 0.0.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.
From Hong Kong.

M.V. "ESQUILINO" ... ... Sails hence on/or about 21st June
M.V. "ROMOLO" ... ... Sails hence on/or about 19th July

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.
From Hong Kong.

M.V. "VIMINALE" ... ... Sails hence on/or about 26th June
M.V. "ESQUILINO" ... ... Sails hence on/or about 24th July

NATAL LINE OF STEAMERS

FROM CALCUTTA & COLOMBO TO SOUTH AFRICAN PORTS

Regular Passenger and Cargo Service to South African Ports.
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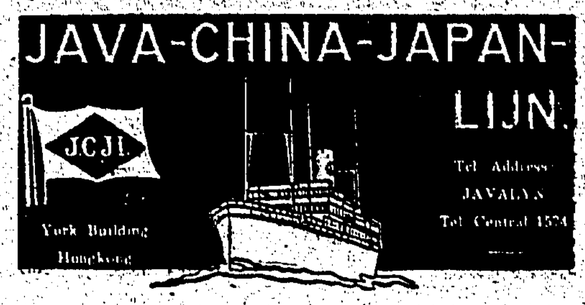

QUICKEST SAILING TO JAVA

REGULAR WEEKLY SERVICE BETWEEN HONG KONG AND JAVA

SOUTH BOUND.

Steamer	From	Expected on or about	Will Leave Wednesday	For
TJIBODAS ...	Dalny, Amoy	In Port	6th June, 4 p.m.	Makassar, Soerabaia
TJIKEMBANG	S'hai., K'lung. & Amoy	11th June	13th June, 4 p.m.	Batavia
TJIMANOEK ...	Dalny, Amoy	18th June	20th June 4 p.m.	Batavia
TJIKARANG ..	S'hai., K'lung. & Amoy	25th June	27th June, 4 p.m.	Batavia
TJISALAK ...	Dalny, Amoy	2nd July	4th July, 4 p.m.	Makassar, Soerabaia

NORTH BOUND.

Steamer	From	Expected on or about	Will Leave on or about	For
TJIKARANG ...	Batavia	7th June	10th June	Amoy, Shanghai, Keelung
TJITAROEM	Java, Makassar	18th June	20th June	Amoy, N. China
TJISAROEA ...	Batavia	21st June	24th June	Amoy, Shanghai, Keelung

EXCURSIONS TO JAVA

The regular service of the Java-China-Japan-Lijn steamers from Hong Kong to Java, and vice-versa, offers a splendid opportunity for excursions to Java (the Pearl of the East) and to other parts of the Dutch East Indies.

Famous for craters and volcanoes, delightful scenery, invigorating hill resorts, excellent sporting facilities.

Travel in comfort on first class steamers.

Excellent accommodation for passengers.

Wireless telegraphy.

Hong Kong to Batavia (7 days), saloon fare: $175, return $300.

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COMBINED FREIGHT AND PASSENGER SERVICE.
CABIN CLASS ACCOMMODATION FOR 50 PASSENGERS.
FARE FROM HONG KONG TO GENOA—£73. 0s. 0d.

OUTWARD.

Sailings from Europe for Shanghai and Northern Ports:—

S.S. "HINDENBURG" (Calling at Takao) due here on or about the 13th June
S.S. "ALBERT VOEGLER" ... ... due here on or about the 13th June
M.V. "RHEIN" ... ... due here on or about the 24th June
S.S. "OLDENBURG" ... ... due here on or about the 7th July
S.S. "SAARLAND" ... ... due here on or about the 19th July

HOMEWARD.

Sailings for Europe via Manila, Singapore Colombo, & Port Said:—

†S.S. "ALBERT VOEGLER" sailing from here on or about the 4th July.
‡M.V. "RHEIN" ... ... sailing from here on or about the 29th July
†S.S. "OLDENBURG" ... ... sailing from here on or about the 8th Aug.
‡S.S. "SAARLAND" ... ... sailing from here on or about the 25th Aug.
† M.V. "HEIDELBERG" ... ... sailing from here on or about the 4th Sept.

‡ Calling at Genoa, Marseilles, Rotterdam and Hamburg.
† Calling at Genoa, Rotterdam and Hamburg.

For Freight, Passage and further Particulars please apply to.

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61] Tel. C. 4754.

CHINA NAVIGATION
COMPANY, LIMITED.

AMOY, SHANGHAI & TSINGTAO	"SHANTUNG"	On	5th June,	6 a.m.
WEIHAIWEI, CHEFOO & TIENTSIN ...	"HUICHOW" ...	On	5th June,	6 a.m.
AMOY, SWATOW, SINGAPORE & BANGKOK ...	"KWEIYANG"	On	5th June,	6 p.m.
SHANGHAI ...	"HUPEH" ...	On	6th June,	6 a.m.
BANGKOK ...	"CHINHUA" ...	On	6th June,	6 a.m.
HAIPHONG ...	"ICHANG" ...	On	7th June,	10 a.m.
SWATOW & SHANGHAI ...	"CHENAN" ...	On	7th June,	Noon
SHANGHAI & TSINGTAO ...	"SOOCHOW"	On	9th June,	6 a.m.
HONGAY ...	"TAIKOOWANYI"	On	9th June,	10 a.m.
AMOY, SWATOW & SINGAPORE	"ANHUI" ...	On	10th June,	9 a.m.
SWATOW & BANGKOK ...	"KAYING" ...	On	10th June,	Noon
SWATOW, SHANGHAI, NEWCHWANG & DAINT ...	"LUCHOW" ...	On	10th June,	Noon
AMOY, SHANGHAI & TSINGTAO	"SINKIANG"	On	11th June,	6 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN ...	"KUEICHOW"	On	12th June,	4 p.m.
SHANGHAI ...	"YUNNAN" ...	On	13th June,	6 a.m.
SWATOW & SHANGHAI ...	"LINAN" ...	On	14th June,	Noon

SALOON PASSAGE RATES, HONG KONG TO SHANGHAI and vice versa, HAVE NOW BEEN REDUCED TO
$60 SINGLE AND $90 RETURN.
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Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports
EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.
HONGKONG TO SYDNEY—19 DAYS.

STEAMERS	DUE HONG KONG ON OR ABOUT	SAILING HENCE ON OR ABOUT
CHANGTE	8th June	15th June
TAIPING	10th July	17th July
CHANGTE	7th August	17th August
TAIPING	7th September	14th September

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s.s.	"CITY OF NEWCASTLE" ...	Via Suez Canal	12th June
s.s.	"HELENUS"	Via Suez Canal	29th June
s.s.	"CITY OF OSAKA"	Via Suez Canal	13th July
s.s.	"DARDANUS"	Via Suez Canal	27th July
s.s.	"CITY OF EVANSVILLE" ...	Via Suez Canal	10th August
s.s.	"LYCAON"	Via Suez Canal	24th August

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IMPROVED SERVICE
BY
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TO
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From Marseilles

SPHINX ...	...	5th June
ANGERS ...		19th June
PAUL LECAT	...	3rd July
ANDRE LEBON	...	17th July

From Dunkirk Antwerp, London

MIN	(Cargo) ...	23rd June

For Shanghai, Japan and North China

MIN	(Cargo) ...	23rd June

For Shanghai and Japan

SPHINX ...	...	5th June
ANGERS ...	...	19th June
PAUL LECAT	...	3rd July
ANDRE LEBON	...	17th July

For Marseilles

D'ARTAGNAN	...	5th June
G. METZINGER	...	19th June
SPHINX ...	...	3rd July
ANGERS ...	...	17th July

For Rotterdam, Hamburg, Dunkirk

CAPT. FAURE	(Cargo)	10th June

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Tophones: C. 651 and 740. 3, QUEEN'S BUILDING. [2

Shipping News
Arrivals and Departures, etc.

ARRIVALS.
June 3rd.

Adrastus, British str., 4,962 tons, Capt. A. E. Dodd, from Shanghai, which port she left on May 31st, with a general cargo, lying at buoy No. A2.—B. & S.

Borneo, British str., 1,297 tons, Capt. J. H. van der Berg, from Haiphong and Hoihow, with coal and general cargo, lying at buoy No. C43.—Shun Tai S.S. Co.

Chung Hing, Chinese str., 249 tons, Capt. Leung Raing, from Kwong Chow Wan, with a general cargo, lying at Saikong Wharf.—Hong On Co.

Huichow, British str., 1,220 tons, Capt. J. Beck, from Canton, with a general cargo, lying at buoy No. C37.—B. & S.

Kiungchow, British str., 1,546 tons, Capt. R. Ritchie, from Bangkok and Hoihow, with a general cargo, lying at buoy No. B34.—B. & S.

Telemachus, British str., 1,340 tons, Capt. A. W. Hall, from Saigon, which port she left on May 27th, with rice an general cargo, lying at buoy No. B36.—Wo Fat Shing.

Tjibodas, Dutch str., 2,953 tons, Capt. P. A. Vergroesen, from Dalny and Amoy, with a general cargo, lying at buoy No. A4.—J.C.J.L.

June 4th.

Atlas Maru, Japanese str., 4,511 tons, Capt. A. Orihara, from Bremen and Singapore. The latter port she left on May 29th, with a general cargo, lying at buoy No. A52.—O.S.K.

Benlomond, British str., 3,123 tons, Capt. F. Smith, from London and Singapore. The latter port she left on May 29th, with a general cargo, lying at buoy No. A10.—Gibb, Livingston & Co.

Devawongse, Chinese str., 1,022 tons, Capt. H. Ipland, from Tourane, which port she left on June 1st, with salt and general cargo, lying at buoy No. C41.—Chau Yue Teng.

Dessau, German str., 6,117 tons, Capt. N. G. Lloyd, from Shanghai, which port she left on June 1st, with a general cargo, lying at buoy No. A1.—Melchers & Co.

Empress of Canada, British str., 2,151 tons, Capt. S. Robinson, C.B.E., R.N., R.N.R., from Vancouver, *via* Japan ports and Shanghai. The last mentioned port she left on June 2nd, with a general cargo, lying at Kowloon Wharf.—C.P.R.

Ermland, German str., 3,897 tons, Capt. Henry Eckhorn, from Shanghai, which port she left on June 1st, with a general cargo, lying at buoy No. A6.—Jebsen & Co.

Hai Ning, British str., 832 tons, Capt. W. G. Erwin, from Swatow, with 2,270 tons of general cargo, lying at Douglas Wharf.—Douglas, Lapraik & Co.

Hiram, Norwegian str., 1,109 tons, Capt. S. B. Eliassen, from Bangkok and Swatow, with a cargo of rice, lying at buoy No. C39.—Thoresen & Co.

Hong Hwa, British str., 1,924 tons, Capt. D. M. May, from Singapore, which port she left on May 29th, with a general cargo, lying at buoy No. A8.—Ho Thong Co.

Indo Maru, Japanese str., 3,565 tons, Capt. S. Takada, from Karatsu, which port she left on May 28th, with coal and coke, lying at buoy No. B51.—Mitsubishi & Co.

(*Continued on next Column*).

PASSENGERS.
Arrivals.

The following European passengers arrived on June 4th, by the s.s. *Hai Ning*, from Swatow:—Messrs. A. Glover, J. Saunt, H. Kingle, G. Bardwie and G. Azojy.

The following passengers arrived here on June 4th by the R.M.S. *Empress of Canada* from Vancouver and Shanghai disembarking at Hong Kong:—Mrs. Adeline J. Astley, Mrs. M. Brantfoot, Mr. C. M. Joe, Mr. W. T. Stanton, Mr. and Mrs. W. Strassburger, Mrs. L. B Taylor, Miss Joan Taylor, Mr. and Mrs. C. B. Towill, Mrs. A. Z. Turner, Mr. R. M. Jack, Mrs. Fanny Stig-Nielsen, Mr. A. E. E. King, Mrs. Sophia Akst, Mr. and Mrs. B. O. Anderson, Mr. S. A. Arthur, Mr. E. D. Bush, Mrs. W. W. Cole, Mr. S. J. Fuller, Mr. W. G. Goggin, Mr. John Hansen, Mr. J. M. Henry, Mr. and Mrs. F. S. Heys, Mr. A. R. Johnston, Mr. H. P. King, Miss A. Leitao, Mr. R. E. Lindsell, Mr. Lokan, Mrs. W. G. H. Miles, Mr. A. G. Mossop, Sir P. Grain, Mr. F. W. Quinn, Mr. K. L. Nam, Mr. K. C. Nam, Mrs. S. Ouyoung, Mr. and Mrs. A. J. Percival, Mr. F. A. Redmond, Capt. A. N. Reynolds, Lieut. A. H. Musson, Captain I. D. Erskine, Mr. A. W. Hayward, Mr. E. C. Fincher, Mr. A. W. Ramsay, Rev. E. K. Quick, Mr. G. R. Sayer, Mr. H. R. B. Hancock, Mr. H. Owen Hughes, Mr. and Miss Hancock, Mr. and Mrs. S. Jex, Mr. and Mrs. K. Szeto, Dr. and Mrs. R. E. Tottenham, Mr. P. Walkinson, Mr. John Attai, Master M. Attai, Master L. Attai, Mr. G. Marfoe, Mr. G. Morriott, Mr. Pedro S. Sanchez, Mrs. Hue Shee, Mrs. P. Bartoloneu, Mr. and Mrs. Geemutien, Mr. W. Heckel, Mrs. E. B. Lawler, Captain and Mrs. J. F. Messer, Mrs. W. H. C. Robson and infant, Miss J. Schierhorst, Mrs. M. R. Carlson, Mr. M. J. Ossorio, Mrs. M. F. Gawne, Miss E. Gawne, Mr. and Mrs. H. Odle, Miss S. E. Odle, Master L. R. Odle, Miss Jean D. Odle, Miss M. E. Odle, Frau Bertha Thoma, Mr. K. Kihara, Mrs. J. F. Meigs, Master J. J. Patterson, Mrs. J. J. Patterson, Miss Eliz. L. Sycip, Mrs. A. Z. Sycip, Mrs. C. B. Willcox, Mrs. J. Willcox, Mr. F. J. E. Willis, Mr. W. E. Seymour, Mrs. Mabel C. Beers, Mr. Wm. Gordon, Mr. H. P. Tinsley, Mr. and Mrs. J. C. Holt, Dr. Jose Sangil, Mr. G. Kobayashi,

(*Continued on next Column*).

Kothe, German str., 906 tons, Capt. H. Frandsen, from Canton, with a general cargo, lying at buoy No. B48.—Kwong Mow Tai.

President Cleveland, American str., 8,393 tons, Capt. Geo. W. Yardley, from Manila, which port she left on May 2nd, with 560 tons of general cargo for Hong Kong and 3,500 tons in transit, lying at Kowloon Wharf.—Dollar S.S. Line.

Tenyo Maru, Japanese str., 6,277 tons, Capt. Y. Arakida, from Los Angeles, which port she left on May 4th, with 2,021 tons of general cargo for Hong Kong, lying at Kowloon Wharf.—N.Y.K.

Shantung, British str., 1,568 tons, Capt. W. T. Hodge, from Canton, with a general cargo, lying at buoy No. B9.—B. & S.

St. Albans, British str., 2,538 tons, Capt. G. L. Smith, from Melbourne and Manila. The latter port she left on June 1st, with a general cargo, lying at Kowloon Wharf.—Mackinnon, Mackenzie & Co.

CLEARANCES.
June 4th.

Adrastus, for Manila.
Atlas Maru, for Shanghai.
Benlomond, for Shanghai.
Cheung On, for Shanmi.
Chip Shing, for Amoy.
Dessau, for Saigon.
Ermland, for Manila.
Hermod, for Bangkok.
Hirundo, for Swatow.
Hong Hwa, for Swatow.
Hydrangea, for Swatow.
Kwai Sang, for Canton.
Lushan Maru, for Canton.
President Cleveland, for Shanghai.
Shantung, for Amoy.
Sunkong, for Kwong Chow Wan.
Tjisalak, for Amoy.

Mr. and Mrs. N. Yoshida, Mrs. Bugicda, Cantera, Rev. Pedro Cerezal, Mrs. R. R. De Wolfe, Miss K. Harrison, Miss J. S. Jackson, Miss Rachel Moore, Mrs. J. Q. Owsley, Mr. Y. P. Quang, Mrs. J. M. Ross, Miss Isabel Rubin, Mr. E. J. Mund.

The following passengers arrived on June 4th, per s.s. *President Cleveland* from Manila:—Father Bernando Araiz, Mr. Chester C. Butler, Mr. James K. Brown, Mr. T. Casanova, Mr. N. C. Confort, Miss E. H. Clark, Mr. Kow Liang Chang, Mr. Roman Francisco, Mr. Antonio P. Gutierez, Mrs. L. Jarger, Mr. and Mrs. F. Lichanco, Mr. Walter L. Marshall, Mr. and Mrs. Alexander P. Mustard, Miss C. E. Mustard, Master A. Mustard, Master D. R. Mustard, Master D. W. Mustard, Mr. S. Oshimi, Mr. F. Otanenedi, Mr. Thomas Ramsay, Mr. L. Reta, Mr. H. E. Rea, Mr. and Mrs. Fritz Schaer, Mr. and Mrs. G. Santos, Mr. See Shee, Mr. P. N. Taylor, Miss Dorothea Taverner, Mr. A. M. Uggen, Mr. Pedro Xavier, Mr. Wong Wai, Mrs. C. B. Bird, Mr. L. H. Burke, Mr. J. H. McCarthy, Mrs. H. A. Clayton, Miss B. J. Clayton, Mr. M. E. C. Ferry, Miss E. B. Harrison, Mrs. Helen B. Ihrig, Mr. and Mrs. N. Keilanx, Mr. and Mrs. F. X. Maher, Miss H. E. Maher, Miss M. Maher, Mr. Korogo Mori, Mr. Stenley A. Martindale, Mr. S. A. Mallouk, Mr. James Napier, Mr. and Mrs. F. Natinidad, Mr. L. T. Schwartz, Mr. M. Schwartz, Mr. J. Taylor, Mr. A. C. Wight.

The following passengers arrived on June 4th, per s.s. *St. Albans* from Australian ports:—Mr. A. J. Goodman, Mr. Ronald Berrill, Miss Lesley Heppingstone, Mr. and Mrs. R. W. Urie, Mr. G. Taira, Mr. and Mrs. H. W. Lang, Miss M. H. Bailey, Miss C. Ellis, Miss K. Donuhue, Mr. A. L. Anderson, Mr. J. McGeoch, Mr. and Mrs. Young Hook and four children, Mr. Tay Keng Siew, Mr. Wong Chee, Mrs. Wong Chee, Miss Wong Kyau, Mr. Tay Keng Sim, Mrs. S. Matsueda, Miss Gladys Plunkett, Mr. Pedro Uy, Mr. Hui Bo, Mr. Chua So, Mr. J. Low, Mr. L. Koshman, Mr. G. Woodcef, Mr. Moriyama, Mr. S. Hama, Mr. S. Noda, Mr. T. Matsumura, Mr. Ree Un Hoa, Messrs. J. and M. Ono.

The following cabin passengers arrived on June 4th by the s.s. *Tenyo Maru* from Los Angeles and San Francisco:—Dr. N. J. Hamilton, Mr. E. L. Caballeo, Mrs. J. F. Wong, Miss Moy Wong, Miss Quun Wong, Miss Pearl Wong, Mrs. Frances E. Cameron, Mr. Akira Sugi, Mr. Saburo Noguchi, Mr. F. S. Hatton, Mrs. D. J. Hatton, Miss H. E. Hatton, Miss D. J. Hatton, Mr. W. J. Windson, Mrs. C. Windson, Miss M. C. Windson, Mr. Yu Chao Lim, Mrs. Wong Ben.

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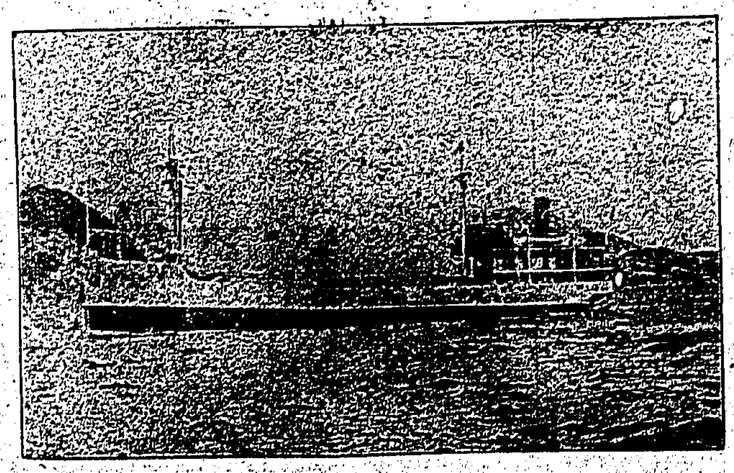

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INDO-CHINA
STEAM NAVIGATION COMPANY, LIMITED.
SAILINGS SUBJECT TO ALTERATIONS.

TO	STEAMSHIP	DATE
TSINGTAU via SWATOW & SHANGHAI ...	"HOPSANG"	Wed., 6th June, at Noon
	"KWAISANG"	Sun., 10th June, at Noon
	"HANGSANG"	Wed., 13th June, at Noon
	"FOOSHING"	Sun., 17th June, at Noon
OSAKA via AMOY, MOJI & KOBE ...	"KUMSANG"	Satur., 9th June, at 7 a.m.
	"SUISANG"	Fri., 15th June, at 7 a.m.
	"YUENSANG"	Thurs., 21st June, at 7 a.m.
	"FOOKSANG"	Sun., 1st July, at 7 a.m.
STRAITS & CALCUTTA ...	"KUTSANG"	Fri., 8th June, at 3 p.m.
SANDAKAN ...	"MAUSANG"	Satur., 9th June, at 10 a.m.
TIENTSIN ...	"CHIPSHING"	Tues., 5th June, at Noon

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Steamship	"PEMBROKESHIRE"	(via Oran)	13th July
Steamship	"GLENSHANE" ...	(via Oran)	10th Aug.
Motor Vessel	"GLENOGLE" ...	(via Oran)	7th Sept.

To SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOCK.

Steamship	"GLENIFFER"		7th June
Steamship	"GLENSHANE"	...	29th June
Steamship	"CARDIGANSHIRE" ...	...	9th July
Motor Vessel	"GLENOGLE"	....	20th July
Motor Vessel	"GLENAMOY" ...	...	10th Aug.

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Pass.	S.S.	"SAARBRUECKEN" ...	departure	30th June
Freight	S.S.	"Ilmar"	departure	11th July
Pass.	S.S.	"COBLENZ"	departure	28th July
Freight	S.S.	"Grandon"	departure	11th August
Pass.	M.S.	"FULDA"	departure	24th August
Freight	S.S.	"Ludwigshafen"	departure	31st August

Passenger steamers sailing via Manila and Ports to Genoa, Amsterdam, Rotterdam, Hamburg and Bremen.
Freight steamers sailing via Singapore and Ports to Marseilles, Rotterdam, Hamburg and Bremen.

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Freight	S.S.	"Remscheid"	due here	22nd June
Pass.	S.S.	"COBLENZ"	due here	2nd July
Freight	S.S.	"Ludwigshafen"	due here	18th July
Pass.	M.S.	"FULDA"	due here	30th July
Freight	S.S.	"Oder"	due here	15th August

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(Occupying 8 to 9 Days)

HAIHONG	... ...	Friday, the	8th June, at 3 p.m.
HAIYANG	... ...	Tuesday, the	12th June, at 3 p.m.

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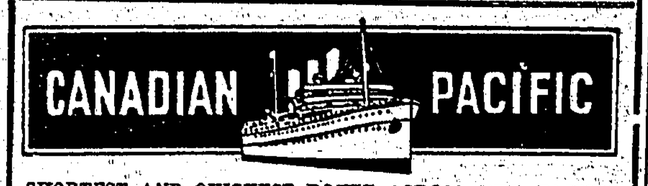

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SAILINGS 1928.

Steamers.	Hong Kong Leave	S'hai. Leave	Kobe Leave	Y'hama. Leave	V'couver. Arrive.
EMPRESS OF CANADA...	June 13	June 16	June 19	June 21	June 30
EMPRESS OF RUSSIA ...	July 4	July 7	July 10	July 12	July 21
EMPRESS OF ASIA ...	July 18	July 21	July 24	July 26	Aug. 4
EMPRESS OF CANADA...	Aug. 8	Aug. 11	Aug. 14	Aug. 16	Aug. 25
EMPRESS OF RUSSIA ...	Aug. 29	Sept. 1	Sept. 4	Sept. 6	Sept. 15
EMPRESS OF ASIA ...	Sept. 12	Sept. 15	Sept. 18	Sept. 20	Sept. 29
EMPRESS OF CANADA...	Oct. 3	Oct. 6	Oct. 9	Oct. 11	Oct. 20
EMPRESS OF ASIA	Nov. 7	Nov. 10	Nov. 13	Nov. 15	Nov. 24

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June 5	June 7	EMPRESS OF CANADA	June 9	June 11
June 26	June 28	EMPRESS OF RUSSIA	June 29	July 1

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SAN FRANCISCO via Shanghai, Japan Ports & Honolulu
TENYO MARU ... ... Tuesday, 12th June
KOREA MARU (Calls Keelung)... Tuesday, 26th June

LONDON via Singapore, Suez, Marseilles & Ports.
KITANO MARU ... ... Saturday, 16th June
HARUNA MARU ... ... Saturday, 30th June

SYDNEY & MELBOURNE via Manila & Ports.
TANGO MARU ... ... Wednesday, 20th June
AKI MARU ... ... Wednesday, 25th July

BOMBAY via Singapore, Penang & Colombo.
SADO MARU ... ... Monday, 25th June

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.
WAKASA MARU ... ... Saturday, 9th June

NEW YORK and/or BOSTON via PANAMA.
† KUMA MARU... ... ... Monday, 11th June
† ASUKA MARU ... ... Saturday, 16th June

LIVERPOOL via Singapore, Colombo, Port Said & Ports.
† DAKAR MARU ... ... Monday, 11th June

CALCUTTA via Singapore, Penang & Rangoon.
† MORIOKA MARU ... ... Sunday, 10th June

NAGASAKI, KOBE & YOKOHAMA.
AKI MARU ... ... Friday, 22nd June

SHANGHAI, KOBE & YOKOHAMA.
† MALACCA MARU (Moji direct)... Thursday, 7th June
KATORI MARU ... ... Monday, 11th June
DELAGOA MARU ... ... Thursday, 14th June
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A HOLIDAY IN INDO-CHINA

SPECIAL CHEAP TRIPS TO SAIGON

s.s. "PROMINENT" ... ... sailing 1st June.

These vessels, fitted with all latest modern improvements, are being placed on the HONG KONG—SAIGON run, and will take first-class passengers at specially reduced fares for a holiday in the fascinating territory of Indo-China.

RETURN TRIP - - 17 DAYS
9 to 10 Days on Shore.
FARES: A DECK—Return ... ... $100.
B DECK—Return ... ... $ 90.

Indo-China offers many attractions for a short holiday.
The Ruins of ANGKOR are one of the Seven Wonders of the World.
Splendid Big Game Shooting.

Passenger Agents:—THOS. COOK & SON, LTD.
PEDDER STREET.
For further particulars apply to
WO FAT SING,
TELEPH. C. 5. 31, WING LOK STREET. [6136

Shipping News

Daily Statement, Waterfront News, Vessels Expected, etc.

YESTERDAY'S FREIGHT RETURNS.

VERY SATISFACTORY FIGURES.

BRITISH VESSELS CARRY FAIR PERCENTAGE.

The general cargo returns for the 24 hours ended at 9 a.m. yesterday remained at a high figure both local, imports and through cargo being over 20,000 tons. Eighteen arrivals and seventeen departures were recorded, including eight British arrivals and eight departures.

Sixteen vessels discharged cargo for Hong Kong amounting to 21,422 tons, of which seven British ships contributed 10,370 tons. A Japanese vessel was best carrier with 6,071 tons, while a British ship was second with 2,300 tons.

Through freights carried by nine vessels amounted to 22,547 and four British steamers carried 3,480 tons. Two foreign vessels were best carriers with 6,088 tons, and 4,172 tons. The best British carrier had 1,800 tons.

The arrivals and departures during the period under review were as follows:—

	Arr.	Dep.
British	8	8
Chinese	3	3
Japanese	2	3
German	2	0
Norwegian	1	2
Dutch	1	0
American	1	0
French	0	1
Total	18	17

VESSELS EXPECTED.

American Mail Line.
President Madison, to-day.

Australian-Oriental Line.
Changte, June 8th.
Taiping, July 10th.

Bank Line.
City of Tokio, June 9th.
City of Newcastle, June 12th.
City of Bedford, June 22nd.
City of Pekin, July 7th.
City of Osaka, July 13th.
City of Evansville, July 20th.
City of Khartoum, August 4th.
City of Halifax, August 17th.
City of Khios, September 1st.
City of Glasgow, September 29th.

Blue Funnel Line.
Mentor, June 8th.
Rhexenor, June 10th.
Tyndareus, June 10th.
Antenor, June 13th.
Dardanus, June 15th.
Oanfa, June 20th.
Diomed, June 26th.
Glaucus, June 27th.
Antilochus, June 28th.
Atreus, June 29th.
Helenus, June 29th.
Proteslaus, July 3rd.
Lycaon, July 8th.
Philoctetes, July 8th.
Hector, July 11th.
Ningchow, July 16th.
Achilles, July 21st.
Perseus, July 24th.
Talthybius, July 24th.
Theseus, July 25th.
Aeneas, July 30th.
Phemius, August 4th.
Bellerophon, August 6th.
Calchus, August 11th.
Teucer, August 14th.
Automedon, August 17th.
Elpenor, August 22nd.
Sarpedon, August 23rd.
Machaon, September 19th.
Patroclus, September 20th.

British-India and Apcar Line.
Takada, June 7th.
Santhia, June 9th.
Talamba, June 15th.
Tilawa, June 23rd.
Talma, July 9th.
Takliwa, July 16th.

Canadian Pacific Line.
Empress of Canada, to-day.

Dollar Steamship Line.
President Cleveland, to-day.
President Pierce, June 8th.

East Asiatic Co., Copenhagen.
Peru, to-morrow.
Siam, June 10th.
Malaya, June 13th.
Danmark, July 16th.

Eastern and Australian Lines.
Arafura, July 9th.
Tanda, August 6th.

Glen Line.
Gleniffer, June 7th.
Glenshane, June 29th.
Cardiganshire, July 9th.
Glenogle, July 20th.
Glenamoy, August 10th.

Hamburg-Amerika Linie and Hugo Stinnes Linien.
Hindenburg, June 13th.
Albert Voegler, June 13th.
Rhein, June 24th.
Oldenburg, July 7th.
Saarland, July 19th.

Java-China-Japan Line.
Tjikarang, June 7th.
Tjikembang, June 11th.
Tjimanoek, June 18th.
Tjitaroem, June 18th.
Tjisaroea, June 21st.
Tjikarang, June 25th.
Tjisalak, July 2nd.

Messageries Maritimes.
D'Artagnan, to-day.
Sphinx, to-day.
Angers, June 19th.
Min, June 23rd.
Paul Lecat, July 3rd.
Andre Lebon, July 17th.

Nippon Yusen Kaisha.
Morioka Maru June 7th.
Wakasa Maru, June 8th.
Dakar Maru, June 9th.
Sado Maru, June 10th.
Fuji Maru, June 12th.
Asuka Maru, June 15th.
Kitano Maru, June 15th.
Korea Maru, June 19th.
Tango Maru, June 19th.
Haruna Maru, June 29th.
Shinyo Maru, July 3rd.
Durban Maru, July 9th.
Kamakura Maru, July 11th.
Aki Maru, July 24th.
Bingo Maru, August 1st.

Norddeutscher Lloyd, Bremen.
Saarbruecken, to-day.
Remscheid, June 22nd.
Coblenz, July 2nd.
Ludwigshafen, July 18th.
Fulda, July 30th.
Oder, August 15th.

Peninsular and Oriental.
Nankin, to-day.
Khyber, June 8th.
Delta, June 9th.
Rawalpindi, June 21st.
Ranpura, June 23rd.
Mirzapore, June 26th.
Novara, June 30th.
Nellore, July 3rd.
Kashmir, July 5th.
Rajputana, July 19th.
Kalyan, August 2nd.
Naldera, August 16th.
Kashgar, August 30th.
Morea, September 13th.
Macedonia, October 12th.

Prince Line.
Japanese Prince, to-morrow.
Chinese Prince, June 29th.

Swedish East Asiatic Co., Ltd.
Formosa, June 10th.
Agra, June 15th.
Delhi, June 19th.
Nanking, July 1st.

DAILY WATERFRONT NEWS.

HARBOUR DEPARTMENT CLOSED.

[BY LONGSHOREMAN.]

Yesterday being a holiday, in honour of the King's Birthday all departments of the Harbour Office were closed, with the exception of the Shipping Office which was open in the morning until noon.

The "President Cleveland."

The *President Cleveland* arrived yesterday from Manila with 36 cabin passengers and 740 steerage passengers. She carried 560 tons of cargo for Hong Kong and 3,500 tons through cargo. She also brought 16 mail bags for Hong Kong.

Another Old Vessel Under A New Name.

Among the Japanese steamers arriving in port yesterday was the s.s. *Indo Maru*. She was formerly the s.s. *Indrapura*, but was purchased by the Japanese shipping Company, Messrs. Utsubo Shosen Kinsen Kaisha. She was built in 1897 at Glasgow, Scotland by Messrs. C. Connell & Company, and her engines which give a N.H.P. of 476 were installed by Messrs. Rowan & Sons, Glasgow.

Her gross tonnage is 5,001 tons, with a nett tonnage of 4,556 tons. She is registered at Fushamura, Japan as a Japanese vessel. Her dimensions are, Length 400 feet, Width 49.2 feet, and breath 28.3 feet.

Asiatic Deck Passengers.

Asiatic deck passengers arriving in the Colony during the twenty-four hours ended at 9 a.m. numbered 1,880.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Asia* left Nagasaki on Sunday and is due at Kobe to-day (Tuesday) at 6 a.m.

The s.s. *Saarbruecken* (N.D.L.) is due in Hong Kong this (Tuesday) morning and will leave for Shanghai and ports in the afternoon.

SUNRISE AND SUNSET.

	Sunrise.	Sunset.
To-day	5.38 a.m.	7.06 p.m.
To-morrow	5.38 ,,	7.05 ,,
Thursday	5.38 ,,	7.06 ,,

SERVICE TO READERS.

THE HONG KONG DAILY PRESS, LTD., and the HONG KONG WEEKLY PRESS, through their London Office, at 21, BRIDE LANE, FLEET STREET, E.C. 4., are prepared to give Subscribers and Visitors advice regarding accommodation available, motoring facilities, suitable shopping centres, etc.

If, when at home, they will call or telephone to the above address, they will receive the utmost assistance and the latest available information on all subjects of enquiry will be placed at their disposal.

BANK LINE LTD.
AGENTS FOR
ELLERMAN & BUCKNALL S.S. CO., LTD.
SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT ..... ELLERMAN LINE

"CITY OF CARLISLE"	...	Marseilles, Havre, London, Rotterdam & Hamburg	24th June
"CITY OF TOKIO"	... ...	Havre, London, Rotterdam & Hamburg ...	25th July

BOSTON, NEW YORK & BALTIMORE ..... AMERICAN AND MANCHURIAN LINE

"CITY OF NEWCASTLE"	... ...	via Suez Canal	12th June
"CITY OF OSAKA"	... ...	via Suez Canal	13th July
"CITY OF EVANSVILLE"	... ...	via Suez Canal	10th August

ALSO AGENTS FOR
ANDREW WEIR & CO.
SERVICES TO

BOSTON & NEW YORK ..... AMERICAN & ORIENTAL LINE
"FORRESBANK" ... ... via Suez Canal ... ... 6th July

MAURITIUS & SOUTH AFRICA ..... ORIENTAL AFRICAN LINE
"TINHOW" ... ... 7th August
Loading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Capetown.
Through Bills of Lading issued to Beira, Quilimaine, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

For Freight or Passage on any of the above lines apply:—
Telephone: Central 4791, 29] **THE BANK LINE, LTD.**

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).
MAIL AND PASSENGER STEAMERS TAKING CARGO FOR
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons.	From Hongkong (about)	Destination.
"DELTA"	8,097	9th June	B'bay., Mars., L'don. & Antwerp.
"RANPURA"	16,601	23rd June	Bombay, Marseilles and London.
* "MIRZAPORE"	6,715	26th June	Straits & Bombay.
* "NOVARA"	6,989	30th June	Mars., L'don, A'wp. Hull R'dm, B'bg.
"KHYBER"	9,114	7th July	Marseilles, L'don., Antwerp & Hull.
"RAWALPINDI"	16,619	21st July	Bombay, Marseilles and London.
* "NANKIN"	7,058	28th July	Mars., L'don, A'werp R'dam, H'burg
† "KASHMIR"	8,986	4th Aug.	Mars., London, Antwerp & Hull.
"RAJPUTANA"	16,568	18th Aug.	Bombay, Marseilles and London.
"NALDERA"	16,088	1st Sept.	Bombay, Marseilles and London.
† "KALYAN"	9,144	15th Sept.	Mars., L'don, Antwerp & Hull.
† "KASHGAR"	9,005	29th Sept.	Marseilles and London.
"MOREA"	10,953	13th Oct.	do.
† —	9,125	27th Oct.	do.
"MACEDONIA"	11,120	10th Nov.	do.
† "KHYBER"	9,114	24th Nov.	do.
"MALWA"	10,946	8th Dec.	do.
"NALDERA"	16,088	22nd Dec.	do.
"MANTUA"	10,946	5th Jan., 1929	do.

* Cargo only.
† Calls Casa Blanca.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Pireaus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA—APCAR SAILINGS

"TAKLIWA"	7,936	5th June, 2.30 p.m.	Singapore, Penang & Calcutta
"SANTHIA"	7,754	11th June	do.

B.I.—Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

"ST. ALBANS"	4,500	29th June	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"ARAFURA"	6,000	3rd Aug.	
"TANDA"	6,956	31st Aug.	

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia
The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Iloilo, Cebu Kolambugan, Tawao, Timor, Darwin, or other ports en route as inducement offers.
Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN.

"ST. ALBANS"	4,500	5th June	Moji, Kobe, Osaka & Yokohama.
* "NANKIN"	7,058	6th June, 6 a.m.	S'hai., Moji, Kobe & Yokohama.
"KHYBER"	9,114	8th June	S'hai., Moji, Kobe & Yokohama.
"TAKADA"	8,949	9th June	Amoy, Moji, Kobe & Yokohama
"TALAMBA"	8,018	17th June	Amoy, Moji, Kobe & Osaka.
"RAWALPINDI"	16,619	22nd June	S'hai., Tsingtau, Weihaiwei, Kobe & Yokohama.
* "NELLORE"	6,853	3rd July	S'hai., Moji, Kobe & Yokohama.
"KASHMIR"	8,985	6th July	S'hai., Moji, Kobe & Yokohama.
"ARAFURA"	6,000	10th July	Moji, Kobe, Osaka & Yokohama.
"RAJPUTANA"	16,568	20th July	Shanghai, Kobe & Yokohama.
"KALYAN"	9,144	3rd Aug.	S'hai., Moji, Kobe & Yokohama
"TANDA"	6,956	7th Aug.	Moji, Kobe, Osaka & Yokohama.
"NALDERA"	16,088	17th Aug.	Shanghai.
"KASHGAR"	9,005	31st Aug.	S'hai., Moji, Kobe & Yokohama.
"ST. ALBANS"	4,500	4th Sept.	Moji, Kobe, Osaka & Yokohama
"MOREA"	10,953	14th Sept.	S'hai., Moji, Kobe & Yokohama.
—	9,125	28th Sept.	S'hai., Moji, Kobe & Yokohama.
"ARAFURA"	6,000	9th Oct.	Moji, Kobe, Osaka & Yokohama.
"MACEDONIA"	11,120	13th Oct.	S'hai., Moji, Kobe & Yokohama.
"KHYBER"	9,114	27th Oct.	do.
"TANDA"	6,956	6th Nov.	Moji, Kobe, Osaka & Yokohama.
"MALWA"	10,986	10th Nov.	S'hai., Moji, Kobe & Yokohama.
"NALDERA"	16,088	24th Nov.	Shanghai, Kobe & Yokohama.
"MANTUA"	10,946	8th Dec.	S'hai., Moji, Kobe & Yokohama.
"KALYAN"	9,144	22nd Dec.	do.
"MOREA"	10,953	5th Jan., 1929	do.
"KASHGAR"	9,005	19th Jan., ,,	do.
"MACEDONIA"	11,120	2nd Feb., ,,	do.
"KARMALA"	9,128	16th Feb., ,,	do.

* Cargo only

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
*Passengers for Rangoon must defray their own Hotel expenses at Singapor while awaiting the on carrying steamer.
All Cabins are fitted with Electric Fans free of charge.
Steamers on London and Australian Lines are fitted with Laundries.
Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For Further Information, Passage Fares, Freights, Handbooks, etc., apply to—
MACKINNON MACKENZIE & CO.
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THE SWEDISH EAST ASIATIC COMPANY, LIMITED.

SERVICE OF FAST MOTOR VESSELS
LOADING DIRECT FOR
ROTTERDAM, AMSTERDAM, HAMBURG, COPENHAGEN OSLO AND GOTHENBURG.

	Loading about
m.v. "FORMOSA"	10th June
m.v. "NANKING"	1st July
m.v. "AGRA"	20th July

FOR SHANGHAI, JAPAN AND VLADIVOSTOCK.

	Loading about
m.v. "AGRA"	15th June
m.v. "DELHI"	19th June

For further particulars, apply to the Agents—
GILMAN & CO., LTD. G. E. HUYGEN.
12 Hong Kong. Canton.

POST OFFICE NOTICE.

Dutiable articles forwarded by letter post to Great Britain are liable to confiscation by the Customs. Such articles should be forwarded by parcel post only.

Letters and postcards for Europe and the British Isles are forwarded via Siberia if so superscribed.

INWARD MAILS.

From	Per	Due
Canada, U.S.A., Japan & Shanghai ...	*Emp. of Canada* ...	5th June
U.S.A., Honolulu, Japan & Shanghai	*Pres. Madison* ...	5th June
Japan, Shanghai & Europe via Siberia	*D'Artagnan* ...	5th June
Saigon	*Sphinx*	5th June
Straits	*Nankin* ...	5th June
U.S.A., Canada, Japan & Shanghai ...	*Pres. Pierce*	8th June

OUTWARD MAILS.

For	Per	Date
Shanghai, Japan, Honolulu, U.S.A., Canada, C. & S. America, & Europe via San Francisco—due San Francisco, 27th June	*Pres. Cleveland*	Tuesday, 5th,
Straits and Calcutta	*Takliwa* ...	Reg. 8.15 A M
Shanghai, Japan and EUROPE via Siberia	*Sphinx*	Letters 8.30 A M Parcels 11.30 A M Letters 12.30 P M 12.30 P M *Kowloon P.O.* Reg. 1.00 P M Letters 1.00 P M *G.P.O.*
Saigon, *Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & EUROPE via Marseilles—due Marseilles, 7th July	*D'Artagnan* ...	Reg. 1.45 P M Letters 2.30 P M 2.00 P M 3.30 P M 4.30 P M 5.00 P M 5.00 P M
Swatow, Amoy and Foochow	*Hai Ning* ..	Wednesday, 6th
Manila	*&mp. of Canada* .	10.30 A M
Manila	*Pres. Madison* ..	2.30 P M
Bangkok	*Chin Hua* ...	5.00 P M
Shanghai & Japan	*Nankin* ...	
Swatow	*Hopsang*	Thursday, 7th,
Java via Sourabaya	*Tjibodas*	8.30 A M
Shanghai & Dalny	*Glenifer*	10.30 A M
Haiphong	*Ichang*	Friday, 8th,
Straits	*van Heutsz* ...	Parcels Noon
Straits and Calcutta	*Kutsang* ...	Letters 1.00 P M 2.00 P M
Swatow, Amoy and Foochow	*Hai Hong*	5.00 P M
Amoy	*Asum Sang* ...	5.00 P M
Shanghai	*Soochow*	*Kowloon P.O.*
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles—due Marseilles, 7th July	*Delia* ... ... Connecting with the s.s. *Narkunda* at Colombo.	Parcels 4.30 P M Reg. 9th, 9.00 A M Letters 10.00 A M *G.P.O.* Par., 8th, 5.00 P M Reg. 9th, 9.45 A M Letters 10.30 A M
Bandakan	*Mausang*	Saturday, 9th
Swatow, Amoy and Foochow	*Haiyang*	8.30 A M
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & EUROPE via Marseilles—due Marseilles, 11th July ...	*Antenor* ...	Tuesday, 12th, 2.00 P M Wednesday, 13th, *Kowloon P.O.* Reg. 9.00 A M Letters 10.00 A M *G.P.O.* Reg. 9.45 A M Letters 10.30 A M

*Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE.
"ANTENOR" 13th June, Mars., L'don., R'dam. & Glasgow.
"DIOMED" 26th June, Mars., L'don., R'dam., & H'burg.
"HECTOR" 11th July, Mars., L'don., R'dam. & Glasgow.

LIVERPOOL SERVICE.
"OANFA" ... 20th June, Genoa, Havre, Liverpool & Glasgow.
"RHEXENOR" .. 20th July, Genoa, Havre, Liverpool & Glasgow.

PACIFIC SERVICE.
(via KOBE & YOKOHAMA)
"TYNDAREUS" 23rd June, Victoria, Vancouver & Seattle.
"PROTESILAUS" 14th July, Victoria, Vancouver & Seattle.

NEW YORK SERVICE.
"HELENUS" 29th June, Boston, New York & Baltimore.
"DARDANUS" 27th July, Boston, New York & Baltimore.

PASSENGER SERVICE.
"ANTENOR" ... 13th June, Singapore, Marseilles & London.
"HECTOR" ... 11th July, Singapore, Marseilles & London.

OUTWARD SERVICE.
"MENTOR" 8th June, Shanghai, Kobe & Yokohama.
"RHEXENOR" 10th June, S'hai., Kobe, Yokohama & Dairen.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight, passage rates, and information apply to:—

Butterfield & Swire,
Agents, [6

HONG KONG AND SHANGHAI BANKING CORPORATION.

Authorised Capital $50,000,000
Issued and Fully Paid-up $90,000,000
Reserve Funds:—
Sterling £6,000,000
Silver $14,000,000
Reserve Liability of Proprietors $90,000,000

HEAD OFFICE: HONG KONG.

Court of Directors:
A. H. COMPTON, Esq., Chairman.
N. S. BROWN, Esq., Deputy Chairman.
Hon. Mr. B. D. F. Belth. Hon. Mr. C. G. S. Mackie.
W. H. Bell, Esq. W. L. Pattenden, Esq.
A. Macgowan, Esq. T. G. Weall, Esq.
H. P. White, Esq.
Chief Manager: Hon. Mr. A. C. HYNES.

BRANCHES:—

Amoy	Hongkew	Peking
Bangkok	Iloilo	Penang
Batavia	Ipoh	Rangoon
Bombay	Johore	Saigon
Calcutta	Kobe	San Francisco
Canton	Kuala Lumpur	Shanghai
Chefoo	London	Singapore
Colombo	Lyons	Sourabaya
Dairen	Malacca	Sungei Patani
Foochow	Manila	Tientsin
Haiphong	Moukden	Tokyo
Hamburg	Nagasaki	Tsingtao
Hankow	New York	Yokohama
Harbin		

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in LOCAL CURRENCY and STERLING on terms which will be quoted on application.
Hong Kong, 15th Mar, 1928. [26

HONG KONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONG KONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
For the HONG KONG & SHANGHAI BANKING CORPORATION,
A. C. HYNES,
Chief Manager.
Hong Kong, 13th Sept., 1927. [2

EQUITABLE EASTERN BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS U.S. $3,500,000.00

HEAD OFFICE:
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An American Bank offering complete Foreign Banking Service in the principal Markets of the world.
Interest Allowed on all Deposits.
Rates on Application.

A Subsidiary of
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Total Resources in excess of U.S. $537,000,000.00.
D. M. BIGGAR,
28] Manager.

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY.)

BANKERS

ESTABLISHED 1824.

HONG KONG OFFICE: 11, QUEEN'S ROAD, CENTRAL.

Authorised Capital...Guilders 150,000,000- (£12,500,000.)
Paid-Up Capital.....Guilders 80,000,000- (£6,666,670.)
Reserve Fund.....Guilders 40,000,000- (£3,333,333.)

Head Office—AMSTERDAM.*
Eastern Head Offices—BATAVIA.

BRANCHES—Bandjermasin, Bandoeng*, Bombay, Calcutta, Cheribon, Jiddah, Djember, Djokjakarta*, The Hague*, Kobe, Kota-Radja, Makassar, Medan, Padang, Palembang, Pekalongan, Penang, Pontianak, Rangoon, Rotterdam*, Samarang*, Shanghai, Sibolga (Sumatra), Soerabaia, Soerakarta (Solo) Tegal, Tjilatjap and Welevreden*.

*These offices have Safe Deposit Boxes To Let.

London Bankers:—National Provincial Bank, Ltd.

Correspondents all over the world.
Banking Business of every description transacted.
O. STEENSTRA,
Manger.
Hong Kong, 30th July, 1927. [34

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital fully paid up ...Yen 100,000,000
Reserve Fund..... Yen 99,500,000

HEAD OFFICE: YOKOHAMA.

BRANCHES AND AGENCIES AT:

Alexandria	Honolulu	Rangoon
Batavia	Kai Yuen	Saigon
Bombay	Karachi	Socrabaya,
Buenos Ayres	Kobe	San Francisco
Calcutta	London	Seattle
Canton	Los Angeles	Semarang
Changchun	Manila	Shanghai
Dairen	Nagasaki	Singapore
(Dalny)	Nagoya	Shimonoseki
Fengtian (Mukden)	Newchwang	Sydney
Hamburg	Osaka	Tientsin.
Hankow	New York	Tokyo
Harbin	Peking	Tsinanfu
Hong Kong	Rio de Janeiro	Tsingtau
Vladivostock (Temporarily closed)		

Interest allowed on Current Accounts.
Deposits received for Fixed Periods at rates to be obtained on application.
H. MORI, Manager.
Hong Kong 12th March, 1928. [25

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE: LONDON.

Paid-up Capital £3,000,000
Reserve Fund £4,000,000
Reserve Liability of Proprietors £3,000,000

AGENCIES AND BRANCHES:

ALOR STAR (Malay States)	ILOILO	RANGOON
AMRITSAR	IPOH	SAIGON
BANGKOK	KARACHI	SEMARANG
BATAVIA	KLANG	SEREMBAN
BOMBAY	KOBE	SHANGHAI
CALCUTTA	KUALA KANGSAR	SINGAPORE
CANTON	KUALA LUMPUR	SOURABAYA
CAWNPORE	KUCHING	TAIPING
CEBU	MADRAS	TAVOY
COLOMBO	MANILA	TIENTSIN
DELHI	MEDAN	TOKYO
HAIPHONG	PENANG	TSINGTAO
HAMBURG	PEKING	YOKOHAMA
HANKOW	PESHAWAR	(Philippine Islands),
HARBIN (North Manchuria)	TONGKAH (Bhukst)	
HONG KONG		

FOREIGN EXCHANGE and General Banking Business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.
A. H. FERGUSON,
Manager.
Hong Kong, 16th Mar., 1928. [30

BANQUE FRANCO-CHINOISE POUR LE COMMERCE ET L'INDUSTRIE.

(Incorporated in France).

Prince's Building, Chater Road, Victoria, Hong Kong.
HEAD OFFICE:
74, Rue St. Lazare, Paris.

Capital, fully paid up Frs. 50,000,000
Special Working Capital Frs. 50,000,000
Reserves ... ... Frs. 22,319,000

BRANCHES:

Paris	Lyons	Marseilles
Saigon	Haiphong	Hanoi
Tourane	Quinhon	Hue
Thanh-hoa	Vinh	Pnom Penh
Peking	Shanghai	Tientsin
	Hong Kong	

BANKERS:
France: Société Générale, Banque Nationale de Crédit, Banque de Paris et des Pays Bas.
London: Midland Bank, Ltd.
New York: American Exchange Irving Trust Co., Banca Commerciale Italiana.
San Francisco: Bank of Italy.

Every description of Banking and Exchange Business transacted.
Correspondents throughout the World.
A. ROLLIN,
Manager.
Hong Kong, 19th April, 1928.

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE:
15, Gracechurch Street, London, E.C. 3.

Authorised Capital £3,000,000
Subscribed Capital £1,800,000
Paid-up Capital £1,050,000
Reserve Fund and Rest..... ...£1,584,846

BANKERS:
THE BANK OF ENGLAND and MIDLAND BANK, LTD.

BRANCHES:

Bangkok	Kandy	Penang
Batavia	Karachi	Port Louis
Bombay	Kota Bharu	(Mauritius)
Calcutta	Kuala Lumpur	Rangoon
Colombo	Kuantan (Pahang)	Shanghai
Delhi	Madras	Simla
Galle.	New York	Singapore
Hong Kong		Sourabaya
Howrah		

HONG KONG BRANCHES:
Every description of Banking and Exchange Business transacted.
INTEREST allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at Rates that may be ascertained on application.
C. L. C. SANDES, Manager.
7, Queen's Road Central.
Hong Kong, 20th April, 1928. [29

THE BANK OF CHINA.
中國銀行

(Special authorised by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

AUTHORIZED CAPITAL $60,000,000.00
PAID-UP CAPITAL 19,760,200.00
RESERVE FUND 9,664,396.69

Head Office:—PEKING
Hong Kong Branch:—4, QUEEN'S ROAD CENTRAL.
Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.
London Bankers:—THE GUARANTY TRUST CO. OF NEW YORK, THE NATIONAL PROVINCIAL BANK, LTD.
New York Bankers:—THE EQUITABLE EASTERN BANKING CORPORATION, THE IRVING BANK-COLUMBIA TRUST CO.
Interest allowed on Current Accounts and Fixed Deposits. Terms on application.
Every description of Banking Business transacted.
Loans granted on Approved Securities.
Special facilities for domestic exchange.
SHOU J. CHEN,
Manager.
Hong Kong, 29th June, 1927. [28

This advertisement is issued by the British-American Tobacco Co. (China) Ltd. EA-344.

BANQUE DE L'INDO-CHINE.

Head Office:
96, Boulevard Haussmann, Paris.

Subscribed Capital..Frs. 72,000,000.00
Paid-up Capital ...Frs. 63,400,000.00
Reserve Fund .....Frs. 89,384,519.10

BRANCHES:

Bangkok	Hanoi	Pondicherry
Battambang	Hong Kong	Saigon
Cantho	Mengtze	Shanghai
Canton	Nam-Dinh	Singapore
Djibouti	Noumea	Tientsin
Fort Bayard	Papeete	Tourane
Haiphong	Peking	Yunnanfou
Hankow	Pnom-Penh	

BANKERS:
IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Paye-Bas; Crédit Industrial et Commercial; Société Générale.
IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.
IN NEW YORK: J. P. Morgan & Co.; French-American Banking Corporation; Guaranty Trusty Co., of New York.
Interest allowed on Current Accounts and Fixed Deposits according to arrangement.
Every description of Banking and Exchange Business transacted.
Safe Deposit Boxes to let.
CH. LEM,
Manager.
Hong Kong, 28th Feb., 1927. [32

THE BANK OF CANTON, LTD.

HEAD OFFICE: HONG KONG.

Hong Kong Currency

AUTHORIZED CAPITAL ..$11,000,000
PAID-UP CAPITAL 8,664,200
RESERVE FUND 850,000

Branches:—
CANTON, SHANGHAI, HANKOW, SWATOW, BANGKOK, NEW YORK and SAN FRANCISCO.

London Bankers:—
THE LLOYDS BANK, LTD.

Correspondents
all Principal Cities of the World.
Foreign Exchange and Banking Business of every description transacted.
Safe Deposit Boxes (various sizes) at a Yearly Rental of from $5 to $40.
LOOK POONG SHAN,
37] Chief Manager.

THE BANK OF EAST ASIA, LIMITED.

HEAD OFFICE: HONG KONG.
No. 10, DES VŒUX ROAD CENTRAL.
HONG KONG.

AUTHORISED CAPITAL $10,000,000
PAID-UP CAPITAL... 5,000,000
RESERVE... 1,200,000

BRANCHES AND AGENCIES:—

Batavia	London	Penang	Singapore
Bombay	Manila	Rangoon	Sourabaya
Calcutta	Melbourne	Saigon	Sydney
Canton	Nagasaki	San Francisco	Taipeh
Haiphong	New York		Tientsin
Honolulu	Osaka	Seattle	Tokyo
Kobe	Paris	Semarang	
kowloon	Peking	Shanghai	

Correspondents in all principal cities of the world.
Every description of Banking and Exchange business transacted. Loans granted on approved securities.
SAFE DEPOSIT BOXES TO LET.
[KAN TONG PO, Chief Manager.
Hong Kong, 5th Sept., 1927.

HONG KONG WEEKLY PRESS.

CONTAINING ALL THE WEEK'S LOCAL NEWS.

The Paper to send Home.

EXCHANGE.

CLOSING QUOTATIONS.

June 2nd, 1928.

ON LONDON.—	
Telegraphic Transfer	2/0¼
Bank Bills, on demand	2/0 13/16
Bank Bills, at 30 days' sight	—
Bank Bills, at 4 months' sight	2/1
Credits, at 4 months' sight	2/1⅛
Documentary Bills, 4 months' sight	2/1⅛
ON PARIS.—	
Bank Bills, on demand	1,282½
Credits, 4 months' sight	1,357½
ON NEW YORK.—	
Bank Bills, on demand	50½
Credits, at 60 days' sight	52½
ON BOMBAY.—	
Telegraphic Transfer / Bank Bills, on demand	137½
ON CALCUTTA.—	
Telegraphic Transfer / Bank Bills, on demand	137½
ON SHANGHAI.—	
Bank Bills, at sight	74½
Private, 30 days' sight	—
ON YOKOHAMA.—On demand	107½
ON MANILA.—On demand	101½
ON SINGAPORE.—On demand	89½
ON BATAVIA.—On demand	124½
ON HAIPHONG.—On demand	—
ON SAIGON.—On demand	nom.
ON BANGKOK.—On demand	90½
SOVEREIGN, Bank's Buying rate	$9.35
GOLD LEAF, 100 fine, per tael	—
BAR SILVER, per oz.	28 1/16

American Express Travelers Cheques

Definition of TRAVELLERS' CHEQUES—
"The system of Travellers' Cheques was originated in 1891 by the American Express Company with the object of creating a form of travel currency which would give the holder the security of a letter of credit and at the same time the convenience of local currency. The Company registered the cheques under the trade name of 'AMERICAN EXPRESS TRAVELERS' CHEQUES' the word 'Travellers' being spelled with one "l". The advantage of the Cheques was so apparent that other banking institutions adopted the system."
Quoted from Pitman's Dictionary of Banking by Wm. Thomson.
Issued in G$10, G$20, G$50, G$100, and £5, and £10 denominations—bound in a small, handy wallet—and cost only 1 of 1 per cent.
Secure your steamship tickets, hotel reservations and itineraries; or plan your cruise or tour through
THE AMERICAN EXPRESS Co., Inc.
4-A, DES VŒUX ROAD, CENTRAL, HONG KONG.

Printed and Published by OLIVER THOMAS BREAKSPEAR, for the HONG KONG DAILY PRESS, LTD., at 11, Ice House Street, Victoria, Hong Kong. London Office: 21, Bride Lane, Fleet Street, E.C. 4.